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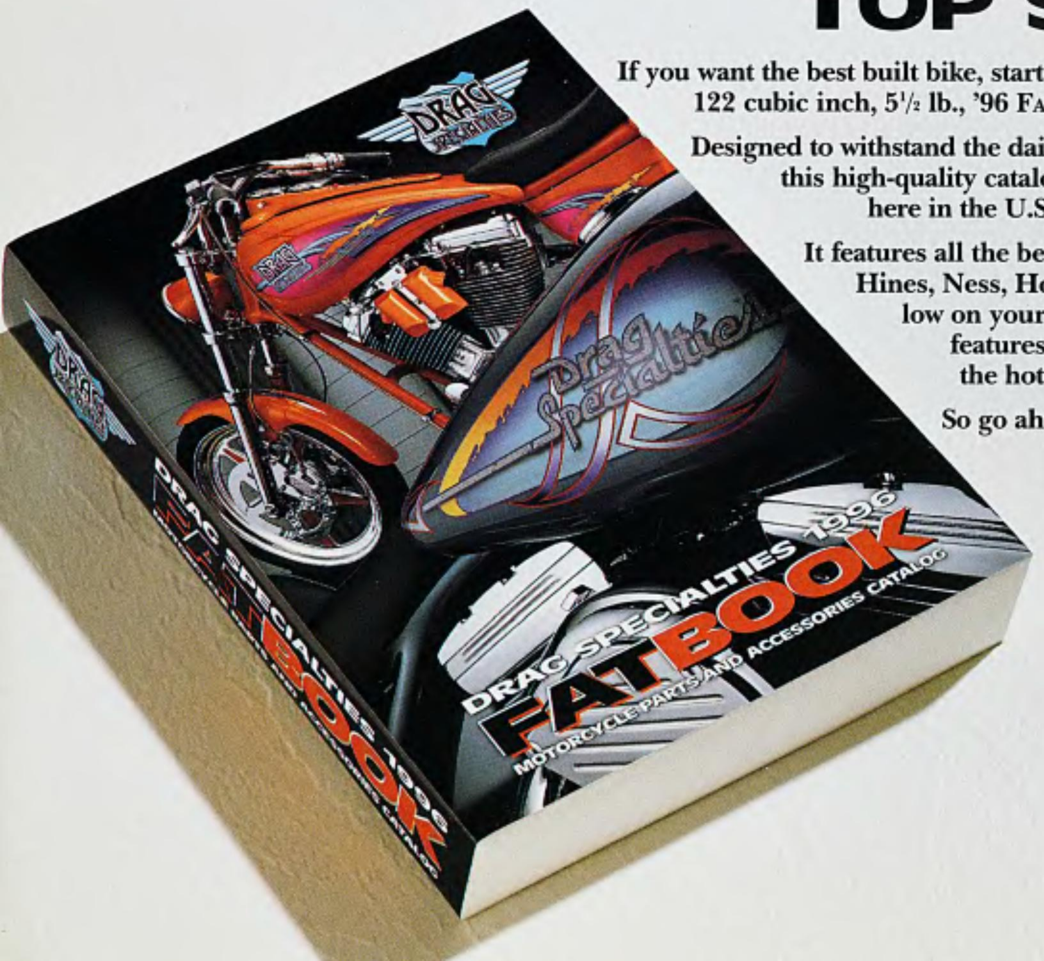

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TAKING IT EASY

Now this guy is the epitome of someone who's not too tightly wrapped. In broad daylight, he went up to a uniformed cop, who was surrounded by marked cop cars in a police department parking lot, and asked him if he wanted to buy some crack. He said he had tried it before and it had worked. He said he knew he was taking a chance—but this time he lost. What can I say?

This guy went to a fast-food place and ordered some lunch. When it came, he took it to a booth, sat down, and started to chomp away. But wait! What was that hanging out of his bun! Legs! Frog legs! Baked frog legs! It wasn't what he had ordered so he sent it back and went home to nurse a queasy stomach.

He wanted to be a woman and went to the doctor but was rejected for a sex-change operation. So he had no alternative but to do it himself. He got out his trusty machete and whacked off his penis. (Boy, that smarts just to think about it.)

Now we all know that snails move at a snail's pace, right? Well, there's a snail called a Polynesian tree snail that moves at a rate of less than two feet a year. It was housed at a zoo in London and was the last one in the world of its kind. It took the zoo curators a l-o-o-o-n-g time to realize it had stopped moving forever. (The Polynesian tree snail is now extinct.)

Connecticut lawmakers were not amused when they read an ad for the state's lottery that appeared in newspapers. The ad read, "You could get even luckier than you did on prom night."

There was a $3,000 reward out for this guy's capture. The guy (the one who was wanted) read about the reward and figured he could use the cash so he went to the jail to inquire about it. Then he surrendered and tried to collect. And he was serious! (They arrested him and jailed him on murder charges.)

Now here's a really nice guy. He was growing a marijuana plant at his grandparents' place, and they accidentally ran into it with the lawn mower. He was so pissed that he slapped his grandmother and injured his grandfather.

Those Middle Easterners have a lot of catching up to do. One of the countries over there has outlawed sandals being worn by women. They said it's too sexually arousing. (Those Middle Eastern men would have a really tough time over here!)

The parents of a test-tube baby put their new son up for adoption immediately after taking a look at him. They said he was ugly—so ugly there was no way he came from their egg and sperm. They even went so far as to sue the clinic.

A man who murdered a boy and raped his mother said that he was unfit to be executed because he had a bad heart. (It didn't work.)

This despondent guy figured he'd had enough on this earth so he decided to jump off the Bay Bridge. When he landed, he just happened to be a few yards from a psychiatrist out on a rowboat with a life jacket and cell phone. Now the poor guy has to deal with more of all the crap life has to offer.

This guy broke into a school. He slashed the furniture, broke the windows, and then, feeling thirsty, decided to steal a can of soda from a vending machine. He reached up into the dispenser chute, but his hand got caught. It just so happened the school was closed for a semester break so he had to stay put for six days—on his knees.

This man bit off another man's ear during a barroom brawl. When the police came to break up the fight, the guy swallowed the evidence. Quick thinking on his part, doncha think?

This company decided it wanted to get every last drop of energy out of its workers so they came up with the brilliant idea of spiking the company coffee pots with a stimulant. After the scheme was discovered, many employees were angry, but one woman said, "Production was up, our mood was light, and I got up in the morning really looking forward to coming to work."

This guy was trying to nail some molding at his mother-in-law's house. He couldn't find a hammer so he used his gun as a hammer. You guessed it—the gun went off, injuring both him and wife. Now that's just plain stupid!

In France a leading sexologist was selling wealthy clients $375-a-bottle "love dust" but was arrested when the diagnosed "love dust" proved to be powdered horse shit.

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Easyriders

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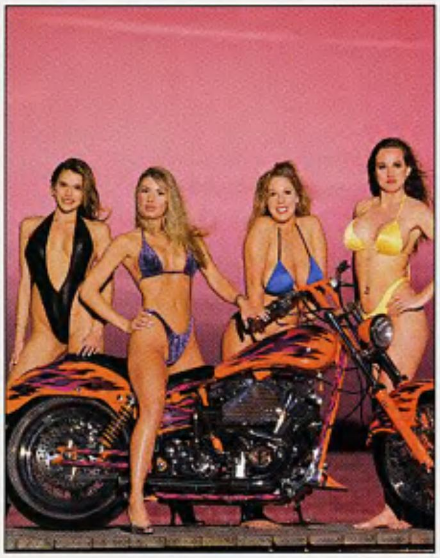

Cover photo of Tina, Shandra, Heidi, and Corinna with Rick Fairless' 1982 FXE by Michael Lichter. Special effects imaging by Daniel Ferguson.

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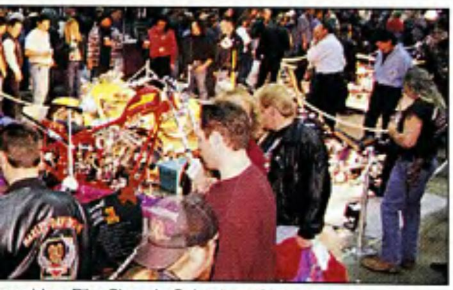

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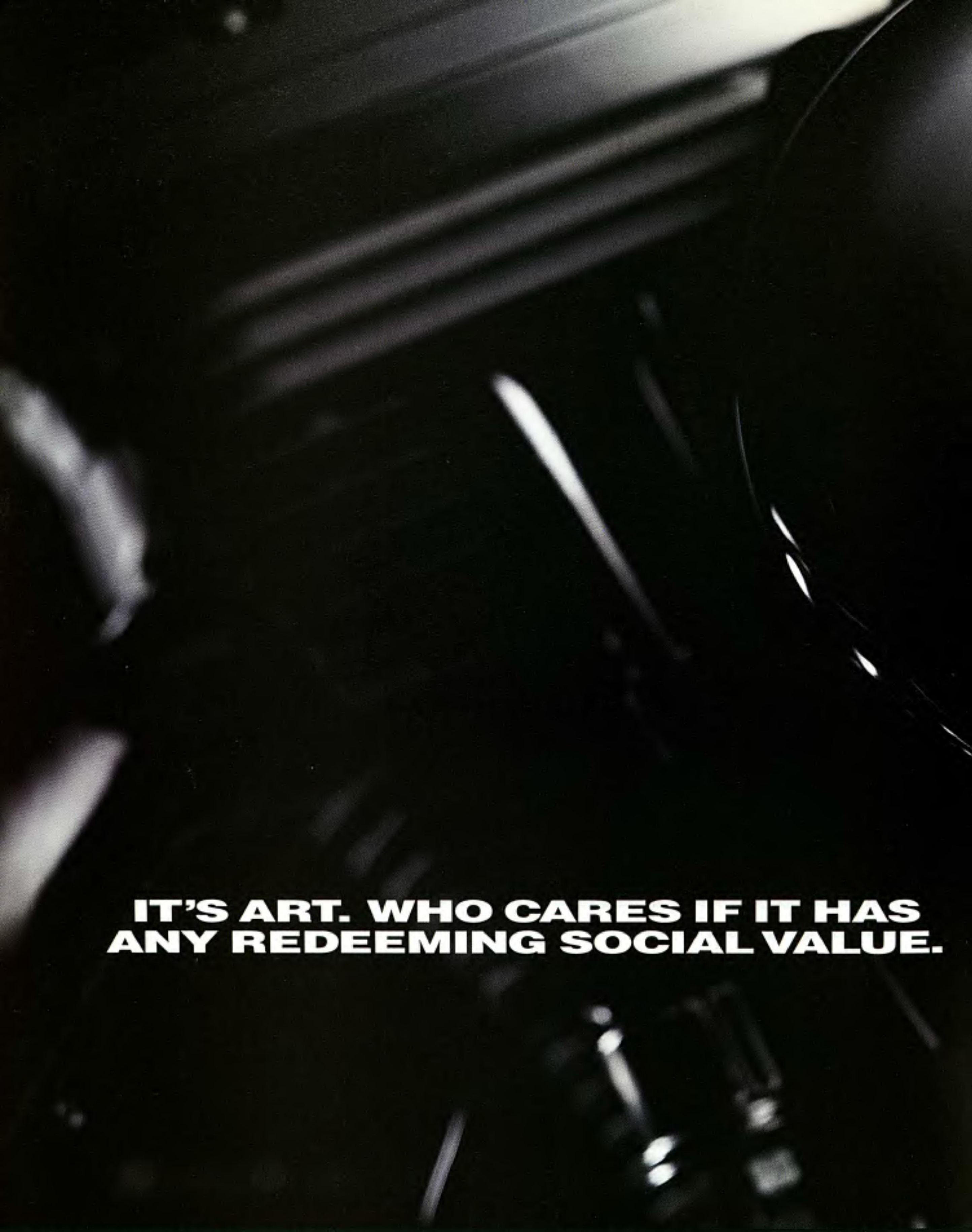

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WORDMONGER

Praise From The Graybar

I just purchased—at the prison rate—several subscriptions to some of the different titles you publish.

Folks, myself included, often bitch about the current format of *Easyriders*. But then do we really know what we're talkin' about? Since the '70s I've known about the discount subs for prisoners. I bought several for friends, then started my own collection of prison terms where they've always been popular. The additional thing you discover when you go to prison is that those who stick with you are your friends. Well, Paisano is a friend. In every prison in the U.S. there is a donated copy of *Easyriders* delivered each month without fail. Some prisons with large populations receive several copies. No one has to beg you for them or fill out forms or anything—they just come year after year. In many prisons there is no industry or opportunity to earn money to buy a sub for $30-$120 a year. Add that to the high cost of hooch, zuzus, and whamwhams. You get the picture.

There's no way that $9 a year covers the cost of anything but the mailing, if that. Add on the free copies and you guys are out of pocket some large change every year to do something no other periodical does.

When people discount the glamour, fashion, and even Arlen Ness, they may be taking themselves too seriously. Every one of my friends is a tad eccentric. It's even been rumored that I may not be everyone's cup of tea. So do we pick our friends for their enslavement to our every standard or because they are neat folks and loyal to the last? A good friend who is embarrassing to be seen with is much better than no friend at all, or a false sunny-day friend who won't go the long haul.

You guys at *Easyriders* have been loyal friends. Yes, there are times that you're dressed a tad garishly to be seen with, but I'll have to go with you. You've been there for me.

Mike Smith, 1%er
Talladega, Alabama

Harley Key Holder Ad?

Concerning the photo on page 83 of your January '96 issue, maybe Willie G. could use the classic Harley tit key holder for advertising? Got it on my fridge door.

Jerry Wertenberger
Kennewick, Washington

At Last–Some Help

First and foremost, I want to say a big fat juicy slice of raisin pie to all you hard-working souls at Paisano Publications for putting out such a fantastic rag. It's apparent the midnight oil gets burned in your offices. Which brings me to the principal reason for this letter.

Since you do spend a great deal of time on this rag and often comment on how seldom you get to enjoy your own scooters, I thought it was time we loyal readers take a hand in getting this rag out to give you guys a well-deserved break. I'll even be the first one to take the bull by the horns, get off my lazy ass, and volunteer. From now on I'll take on the grueling task of sorting through those hundreds of time-burning, eye-stressing photos of half-naked biker babes to select the six lovely Fox Hunt contestants featured each month.

Don't thank me now, bros. Hell, what are we on this green earth for if it isn't to help each other?

Smilin' Mike
Council Bluffs, Iowa

A Military Beef

I want to let you know that your F.I.G.H.T. for freedom is appreciated. It means a lot to me, and I'd like to tell you why.

I'm in the U.S. military, stationed in Hawaii. All the bikers here are helmet-free and get to ride in the wind as they please. That is, all but those in the military. Those of us who fight for America's freedom have just been hit with new laws governing the way we dress when we ride.

Helmets in the military are a must. In fact, we stand out, as we are almost the only ones who must wear one on this island. Just yesterday new requirements came out for motorcycle (even moped) riders. We're now being forced to wear helmets, full-finger gloves, long-sleeved shirts (contrasting color, reflective at night), long pants, and appropriate shoes.

Now some of it makes sense for safety, but to force us to wear this stuff? We don't get the chance to vote on this, and starting Monday I will be putting my career on the line, expressing to those in command positions my displeasure with such unnecessary requirements.

Hope all of you enjoy your freedom. We in the military have just lost a little more of ours.

Ernie Dunbar
Honolulu, Hawaii

Wants Older Babes

Your mag is the greatest, but even the best can be improved on. Fox Hunt is great, and don't change it in any way. But for a few of us bros over 40, how about a Fox Hunt plus (+) with chicks over 40. There are some real honeys out there over 40. So give us two Fox Hunts.

Big Jim
Boca Raton, Florida

New Tanks?

Since I've been locked up (getting out in '97), the new six-gallon fatbobs have come out. My question: On page 83 in the March '96 issue, there are two guys burning rubber—are those the new tanks on the red and blue Hogs?

Green Horn
Lansing, Kansas

No. Those are Boss Hog V-8 bikes with Boss Hog tanks. Look for a Tech Tip on the new six-gallon tanks in the September issue (#279).

Rip's Not Perfect

Hey, Rip—you might be a biker about the world, but that Wyoming wind must have fucked you all up. We spell Rawlins without the "g." Get it right, bro.

Catfish
Encampment, Wyoming

A Perfect Week

This is a follow-up to Clay Dog's comments in the March '96 issue in his article "Biktoberfest."

I *rode* down from Maryland on my →

FOLLOWING CENTURIES OF ADVENTURE

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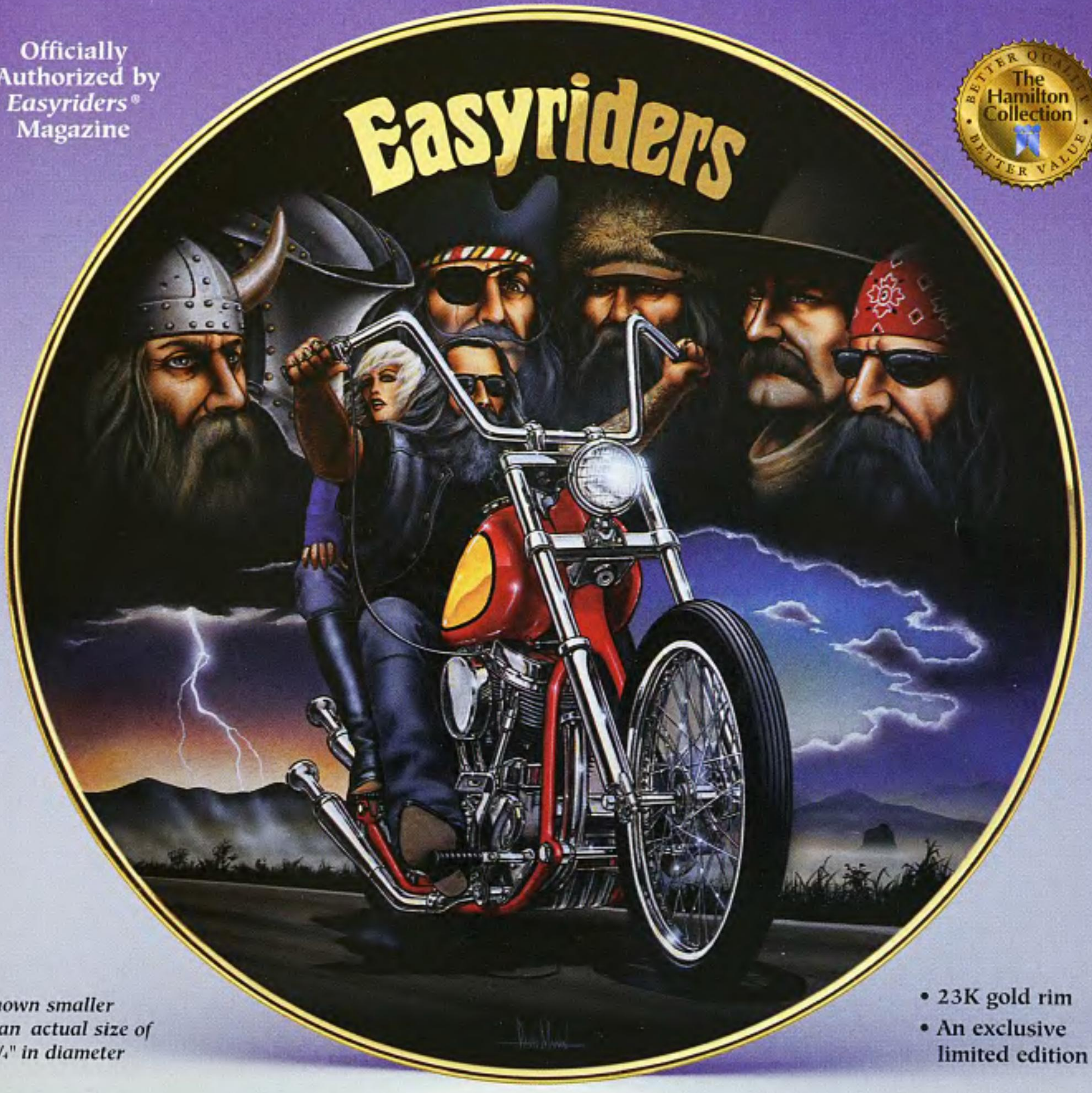

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Respond by: July 31, 1996

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WORDMONGER

'88 FXRS-SP to spend Bike Week partyin' in Daytona. The weather (60s to 80s) was perfect. I had *no* reservation and found a great little motel (Colonial Palms) with a room under 200 bucks for the *week*, had a broken exhaust clamp fixed in 10 minutes (Peens—thanks for the JD), picked up a made-in-the-USA vest for 70 bucks (Walter Dyers), heard righteous blues from the Nighthawks and Greg Allman at The Bank, ate great food (no wait anywhere), got hammered at regular biker bar prices (no gouging like in Sturgis), met a beautiful lady from North Palm (Mindy), was in/out for gas, and blasted north and south to all the bars, i.e., Iron Horse, Pub 44, Cabbage Patch, etc. without traffic (except all the bike trailers with Florida plates—what's up with that?). Plus, my face made your rag (pg. 53, far left, in pic with Uncle Sam).

Is it Bike Week? Gee ... low prices, no waiting. This sucks! So if you're thinking about going in '96, do me a favor—don't. Just more for me.

Pretty Boy
Rockville, Maryland

A Correction

In the March issue's Parts Box (pg. 139) you featured a Daytona Panel Delivery Van Bank and listed the phone number as (612) 472-1868. Please be advised that this number is INCORRECT. This is the number for Professional Fundraising Services in Minneapolis, Minn.; we have no connection whatever with this offer.

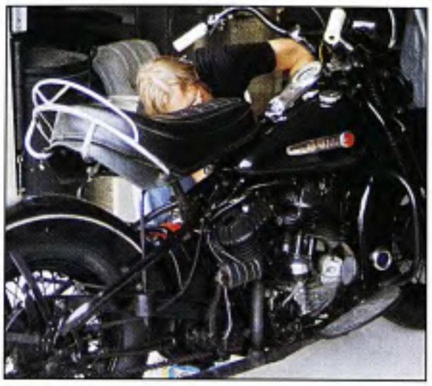
K. Fischer
Minneapolis, Minnesota

Looks like we screwed up again. The correct number for M.B. & Strings, makers of the Daytona Panel Delivery Van Bank, is (612) 443-3668; the address is 7915 Lilac, Victoria, MN 55386.

A Kind Word

A long-used excuse for buying a well-known men's magazine has been "I buy it to read the articles." Now I've been known to look at a crotch now and then, and Harleys are a true passion, but if you keep printing stories like "Mojo" and "The Cold," I'll soon be buying your rag for the articles. Keep it up.

Rapid Eye Movement
Omaha, Nebraska



View of The Past

In the February issue's Talking Tech, your Technical (?) Editor "Wrench" (do they call him that because one fell on his head?) stated to a reader that essentially all right side drive bikes were Sportsters.

I had been meaning to write and complain about the lack of coverage of that sturdy little carrier of our troops in WW II, many tow-headed teens in the '50s, and meter maids for time out-of-mind commonly referred to as simply the "45."

Now it occurs to me that perhaps the folks presently running *Easyriders* simply have never seen or heard of the 45 c.i. side valve H-D. I've included a photo of my '49 WL, just to give "Wrench" a view of the past and to make some of your older guys remember the source of their first chopper. And yes, the carb is on the left side.

Mac McRae
Ridgeville, S.C.

Magic Pat

I've been subscribin' for seven years now and have had only a few complaints. One of them is definitely *not* your subscription department. As soon as I write this department, someone named Pat waves a magic wand and *poof*—the problem goes away. Damnedest thing I've ever seen (next to that dicey Knuckle). Pat's the reason I still subscribe to *Easyriders* and also the reason I've ordered two more of your rags: *Biker* and *Quick Throttle*.

Butch
Cuero, Texas

P.S. Could ya get Pat to wave the wand at my next parole hearing?

An Oversight?

I regret getting political with what is eminently a recreational magazine, but when I confront journalistic bias, I am so motivated. I cite your article in the January 1996 issue in which the headlines stated "A Done Deal—Clinton Repeals Federal Helmet Law." Nothing could be further from the truth. The headline on this article is so politically biased that it is hard to believe it is just an oversight.

The facts are that Clinton merely signed the legislation enacted by a predominantly Republican Congress, against his socialistic liberal leanings, which clearly seek to put the federal government in control of every aspect of our lives—helmet laws, federal control of highway money, etc.

It was the Republican Congress majority that enacted the legislation getting the government out of our lives—not Clinton. The Republican Congress put through the legislation against the 55 mph speed limit and for the states' rights to comply. Clinton merely signed the bills to save his veto for more socialistically important battles for his administration.

Want big government out of your lives? Vote Republican! And you could help by being a little more accurate in your headline writing.

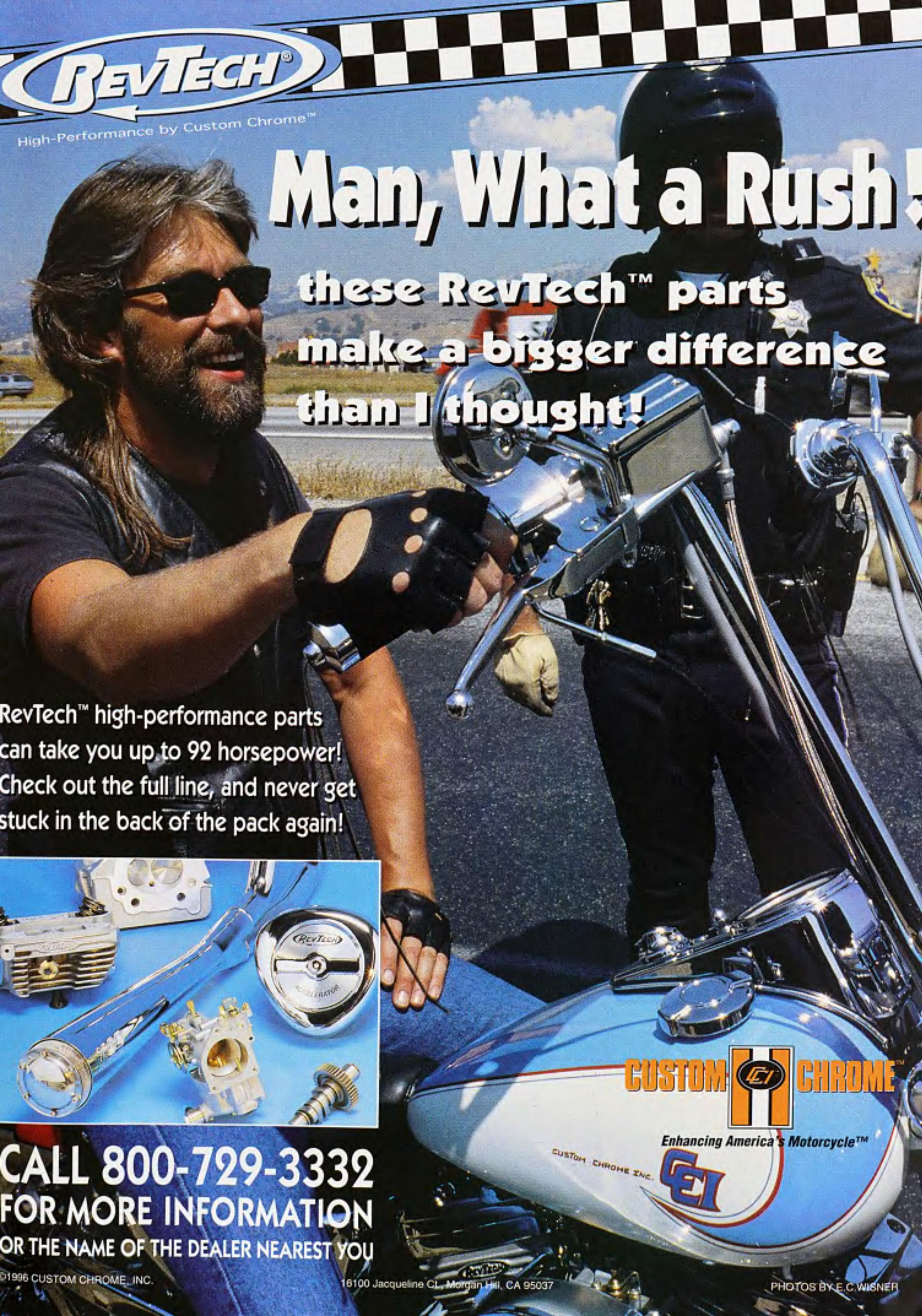
Bill Murdock
Newport Beach, California

A Critic Speaks

A fork lift pallet of raisin pie for you fart sticks. Publishing the (partial) listing of biker movies was the most entertaining thing you've done in a long time. I rented the only two the local movie dump had. While I knew that *The Wild Angels* would be a memorable laugh riot, I didn't know (based on your opinion) that *Running Cool* was a Sunday night, prime time, melodramatic piece of crap. When I'm 80, I'll be wishing I could relive the 109 minutes I wasted watching it.

FU-Q
Tampa, Florida

Have anything to say? Want to bug the staff about its mistakes? Want to give a well-deserved pat on the ... back? Poison pen letters, threats of violence, love letters, propositions, and demands for payment may be sent to Wordmonger, *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000.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WINNER TAKES ALL

A Stainless Steel Racer Extraordinaire

"Hello, this is *Easyriders* magazine, calling to inform Mr. Ellis Menjivar of Point Reyes, California, that you've won first place in our 'One Shot, $50,000 Subscribers-Only Sweepstakes.' The Grand Prize is a $35,000 Milwaukee Iron custom Harley, to be shipped directly to your door. Ellis, can you share with our readers how it feels to ring the bell and bring down the high-dollar duck?"

"You sure you got the right number? I don't recall entering a contest."

Click.

→

LWAUKEE
IRON

Oh that Ellis, what a kidder.

Actually, Mr. Menjivar woke up the neighborhood and then some when he realized that one of Milwaukee Iron's creations was really making its way west. Randy Simpson and his crew fabricated a J-model frame (double looped for strength and raked to 30 degrees), fitting it with an '82 Shovel and four-speed kicker tranny. The RL-type front end incorporates stainless steel fork cuffs with internal stops, matched with dual-piston, dual-caliper JayBrakes and aluminum brackets wrapped around stainless rotors.

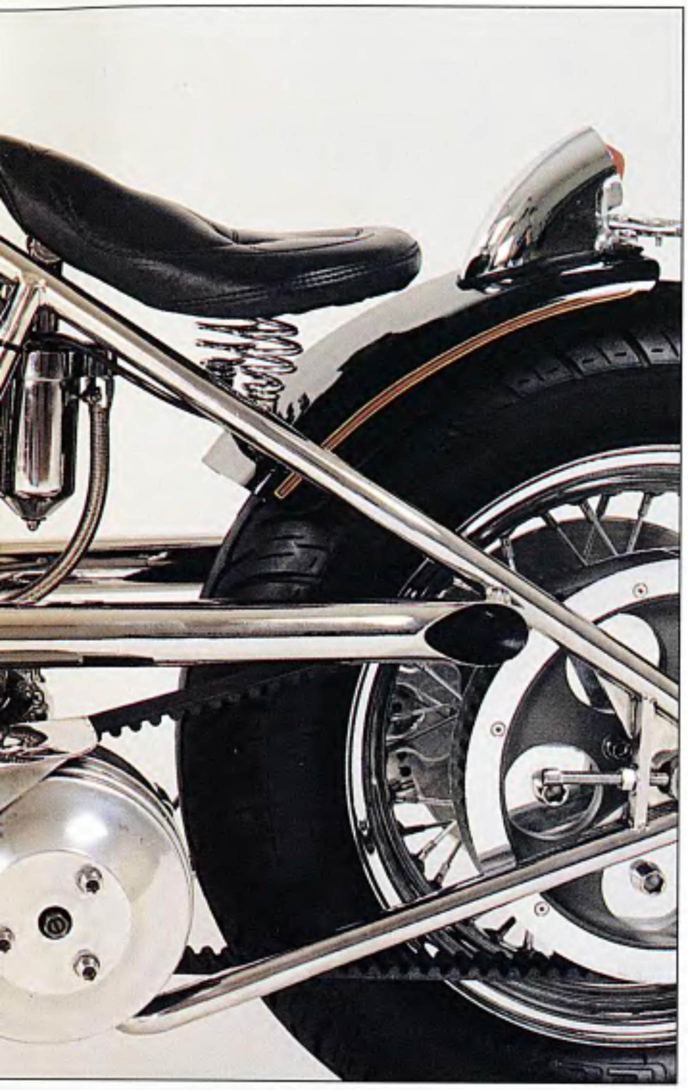
Milwaukee Iron's homage to the past is most clearly reflected in the 1915 replica, two-gallon M.I. gas tank's construction, where a section of the three-quart oil tank also conceals the electrics. Below the Danny Gray-crafted solo seat turns a 160 Avon, revolving around a caliper bracket with an internal support system designed to alleviate the need to anchor the brake to the frame.

Other highlights of this 800 man-hour project are the polished cases and heads (with all stainless steel Allen heads, turned with a taper), modified rocker boxes, M.I. 1937 siren-styled air cleaner cover, front and rear belt drive, and RevTech gear package. Wherever possible, stainless steel was used in the hardware's construction, giving the bike a look and feel that's far and away from the now receding tide of billet madness.

By the time this ink dries, Ellis Menjivar is gonna be astride the first thing he ever won in a contest, parking it next to the faithful '79 Low Rider he picked up in Panama. He landed there 13 years ago while sailing halfway around the world to satisfy his travel wanderlust, and after a decade of skippering fishing boats and delivering custom cruisers, Ellis returned to Northern California to pursue the trucker's life. Still ready to rip at age 60, he's even considering enrolling in the Motorcycle Mechanics Institute.

Wonder if he's heard about the *Easyriders* MMI scholarship contest?

—*Captain Trash*



Owner: Ellis Menjivar
City: Point Reyes, California

General

Fabrication: Milwaukee Iron
Year and make: M.I. Special Construction
Model: Stainless Steel Racer
Value: $43,000
Assembly: Milwaukee Iron
Chroming: Brown's

Engine

Year and model: 1982 Shovelhead
Rebuilder: M.I.
Ignition: batteryless
Displacement: 80 cubic inches
Lower end: M.I.
Pistons: M.I. trade secret
Cases: polished by Ed's
Heads: M.I.
Cam: yet another M.I. trade secret
Carb(s): S&S
Pipes: M.I.
Modifications: polished engine

Transmission

Year: 1982
Modifications: polished by Ed's

Painting

Molding: Richard Lee
Painter: Richard Lee
Color/type: black/PPG
Special paint: Tom Von Nortwick

Frame

Builder: M.I.
Type: looped
Modifications: 30-degree rake, 2-inch stretch, all stainless steel polished

Accessories

Bars: M.I.
Fender(s): M.I.
Headlight: M.I.
Taillight: Starta
Speedo: none
Pegs: M.I.
Electrics: concealed
Gas tank: 1915 replica M.I.
Oil tank: M.I.
Seat: M.I./Danny Gray
Mirrors: M.I.
Grips: M.I. billet

Forks

Type: RL
Modifications: internal fork stops, M.I. rockers

Wheels

Front

Type: CCI
Size: 21-inch
Tire: Avon
Brake: JayBrake

Rear

Type: CCI
Size: 16-inch
Tire: Avon
Brake: JayBrake

Photos: Scott Cunningham

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FIGHTING DISCRIMINATION

HOUSE PASSES HEALTH COVERAGE ACT

Discrimination in health care is possibly the next battle ground in the war to take away your scooter. Activists have long known that refusing health coverage to bikers will result in those riders having to choose between their bikes and their families. However, in a pre-emptive strike, motorcyclists have struck the first blow. Led by the MRF and the AMA, biker lobbyists moved swiftly to attach language to protect riders and their families from losing their health care plans.

The United States House of Representatives and Senate have both passed versions of H.R.3103, the Health Coverage Availability and Affordability Act of 1996, which includes a provision that will prevent health care plans from discriminating against motorcyclists.

This bill now goes to a conference committee where differences between the two versions are to be worked out. The section of interest to motorcyclists, Section 103 (a), is not expected to be effected.

Section 103 (a) of H.R.3103 is titled: Prohibition of Exclusion of Participants or Beneficiaries Based on Health Status. This provision is intended to prevent group health plans from discriminating against certain individuals in health plans. Section 103 (a) reads as follows: *In general, a group health plan, and an insurer or HMO offering health insurance coverage in connection with a group health plan, may not exclude an employee or his or her beneficiary from being (or continuing to be) enrolled as a participant or beneficiary under the terms of such plan or coverage based on health status (as defined in section 191 (c) (6).*

When the Ways and Means Committee reported H.R.3103 out of committee, its accompanying committee report included report language that makes it clear that health plans will not be able to deny coverage to motorcyclists: *The Committee notes that the inclusion of evidence of insurability in the definition of "health status" is intended to ensure, among other things, that individuals are not excluded from health care coverage due to their participation in activities such as motorcycling, snowmobiling, all-terrain vehicle riding, horseback riding, skiing and other similar activities.*

"OVER THE LAST FEW YEARS MOTORCYCLISTS HAVE SEEN A GROWING THREAT TO MOTORCYCLING: DENIAL OF HEALTH CARE BENEFITS SIMPLY BECAUSE THEY RODE A MOTORCYCLE"

This language was inserted in the committee report by Ways and Means Committee Chairman Bill Archer (R-Texas) and Health Subcommittee Chairman Bill Thomas (R-Calif.) at the request of Representative Phil Crane (R-Ill.): who was supported in this effort by Representative Jim Ramstad (R-Minn.). Representative Crane submitted this language at the request of the MRF and ABATE of Illinois. This committee report language, drafted by the AMA and the MRF, is key in establishing a legislative history of intent for this legislation to protect motorcyclists from health care insurance discrimination.

MRF vice president of government relations Wayne T. Curtin commented on this accomplishment by saying, "Over the last few years motorcyclists have seen a growing threat to motorcycling, denial of health care benefits simply because they rode a motorcycle. Grass roots activists took action, identified a legislative vehicle to help solve the problem and ensured that bill addressed motorcyclists' concerns." Prior to this legislation moving through committees and to the House Floor, motorcyclists representing ABATE of Illinois, ABATE of Wisconsin, ABATE of Ohio, Concerned Motorcycle Riders of Ohio, ABATE of Minnesota and AMA members from Kansas came to Washington to meet with their Congressional Delegations about motorcyclists problems and caused several members to take actions to ensure this legislation addressed our problem.

In addition to the Ways and Means committee members, three members of the Commerce Committee Representatives Scott Klug (R-Wis.), Paul Gillmor (R-Ohio) and Brian Bilbray (R-Calif.) wrote a letter to committee leadership supporting motorcyclists' efforts.

For more information on how you can help fight health care discrimination against motorcyclists please call Wayne or Carol at the MRF office, (202) 546-0983.

—MRF

HALL OF FAME
KAREN BOLIN

One name familiar to any Washington state motorcyclist who's ever been involved in a freedom run, helmet ticket dispute, or legislative matter is Mrs. Karen Bolin.

Showing up at every type of run or fund-raiser imaginable, she is quick with an answer regarding motorcycle issues. Her black hair tied in a bun showing streaks of gray, bandana-wrapped forehead, and big dark sunglasses always appear on the television when biking issues hit the media.

Her age is unimportant, as is the lengthy number of years she has been riding. What makes this dedicated and articulate woman so important is her monumental influence over the motorcyclists' rights movement during the last three years in the Pacific Northwest. Karen has established a reputation for being one of the most knowledgeable persons on legislative affairs in Washington.

She's been a Regional Representative for NCOM, active in the MRF, and is finally retiring as Legislative

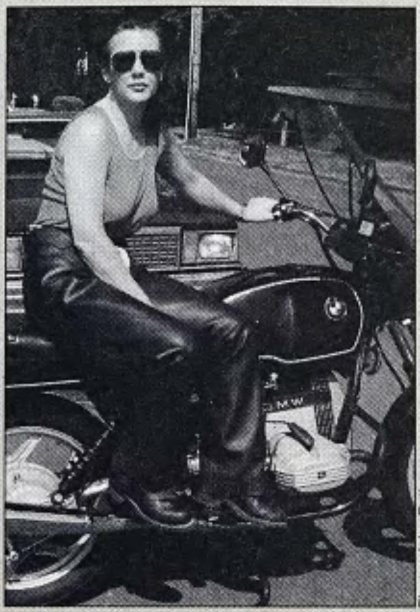

Photo: John Bolin

Affairs Director for ABATE of Wash. She has monitored the unconstitutionality of the helmet law, made numerous presentations to all sorts of MROs throughout the state, and was the key speaker at the first Statewide Freedom Run two years ago. Karen wrote, and successfully lobbied for, a helmet bill that would remove mandatory helmets for riders over age 21. Currently, her bill is pending action in the state legislature. She's also a founding member of the Washington Riders Legislative Task Force.

Karen's husband, John, is proud of his wife's many accomplishments, and is not threatened by her legislative stardom. Says Karen, "I'm married to a man who is secure enough within himself that I can do what needs to be done," which is contributing time and energy to protect our rights and freedoms.

Karen's title may be going away, but she won't. Her projections of a 1997 overturn of the state helmet law spelled out in a legislative strategy planning session last fall indicated that her presence will be felt, with or without all those titles.

—Jana Rhoads Godfrey

MRF
ON THE WEB

If you haven't had the opportunity to check out the Motorcycle Riders Foundation's (MRF) World Wide Web site at http://www.xmission.com/mrf, you should make a point to do so.

Information available to motorcyclists visiting the Website includes legislative updates from Washington, D.C., a downloadable copy of the latest MRF Reports, news of upcoming MRF seminars, MRF membership information, and links to more than 100 other sites run by other motorcyclists' rights organizations and motorcyclists worldwide.

One of the most valuable features of the MRF Website is the link to the Library of Congress and the Thomas information system, which allows users to look up and download copies of bills by subject, sponsor, or bill number. In addition, the full contents of the Congressional Record is available through the site.

—Twiggy

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BEACH RIDE '96
RIDIN' TO THE WAVES

Get ready. The Exceptional Children's Foundation (ECF) "Beach Ride" will be held Sunday, July 14, 1996 at the San Buenaventura State Beach in Ventura, California. More than 15 bike shops throughout Central and Southern California will serve as Beach Ride '96 starting points.

Now in its fifth year, the fund-raising ride and festival benefits the ECF: Serving Children and Adults with Developmental Disabilities. Established in 1946, the ECF is an educational, rehabilitation, social service and advocacy agency that provides a broad range of innovative services from birth through adulthood for persons with mental retardation and other developmental disabilities.

Beach Ride '96 highlights will include a top-notch concert, vendor and swap meet, food fair, bike show, carnival games, and the Mr. and Ms. Beach Ride Contest. For sponsorship and volunteer opportunities as well as registration information for bikers and vendors, call the Beach Ride hotline at (213) 298-8282. Last year, more than 3,400 motorcyclists cut along the streets and freeways of California to converge at the San Buenaventura State Beach where the day-long festival was held.

Volunteer members of the ECF Beach Ride Committee are: Art Naddour (ECF President and Beach Ride chairman), Dean Shawler, Bill and Mary Bartels, Loray Bartels, Tiny Brower, Ellie Collin, Cindie Czech, Allan DeShon, Dave Ellingson, Ralph and Shelley Garrido, Rudy Giordani, Dave Hansen, Owen Lewis, Chuck Marchese, Steve Martin, Micah McCloskey, Robert McPhearson, Greg Ochotorrena, Dan Pappas, Brett Patton, Steve Patton, Grady Pfeiffer, Cindy Ragatz, Holden Raphael, Domenic Romero Sr., Steve Romero, Jim Tilden and Fred Wilson.

—*Twiggy*

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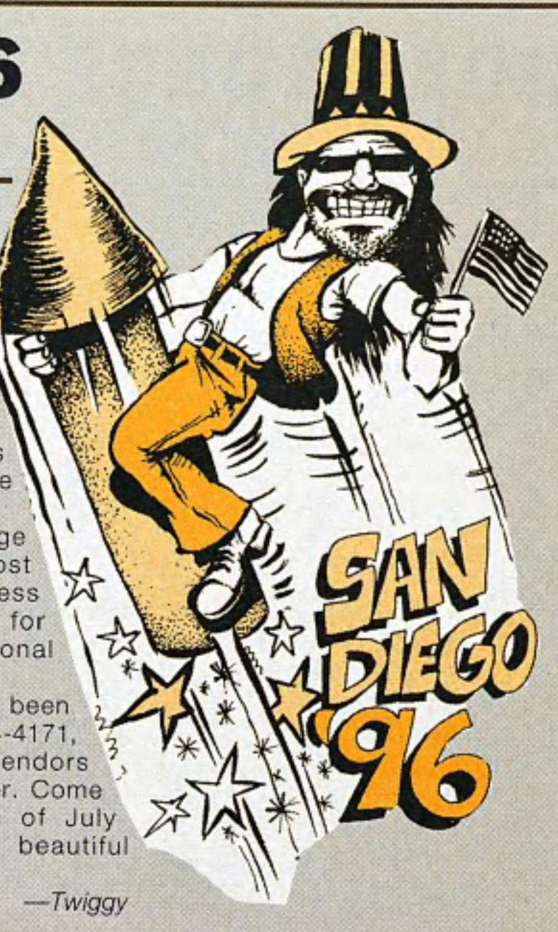
A JULY 4TH BASH



On July 4, 1996, San Diego will host one of the largest West Coast gatherings of motorcycle enthusiasts for a day-long festival that's being billed as a "Bikers for Bikers" event with the benefit proceeds going to ABATE and the MMA.

The gates to the San Diego Sports Arena will open at 10 a.m. with the parking lot being filled with a huge motorcycle vendor fair and show. Dealers, manufacturers, apparel, equipment and accessory shops will gather to show, demonstrate and sell the latest in motorcycle gear.

The fair will also feature tattoo artists, live bands, food and beer gardens, prize giveaways, as well as clowns and kiddy rides for the children. The outdoor portion of the festival will climax with world-renowned motorcycle stunt rider, Bubba Blackwell, jumping over a long line of cars.

The festivities then move inside the arena for a concert featuring the Doobie Brothers and Steppenwolf—how could you go wrong? In addition to the fine musical talent, the concert will feature celebrity speakers and will conclude with an indoor fireworks show as a final salute to the Independence Day holiday.

This will be a huge media event with most of the worldwide press already in San Diego for the Republican National Convention.

An event hotline has been established at: (619) 224-4171, ext. 475. Interested vendors should call this number. Come celebrate the Fourth of July and motorcycling in beautiful San Diego.

—Twiggy

BLAST FROM THE PAST

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ROAD TUNES
TATTOOS AND BLUES

"Such a pretty thing, has a soul deep blue, and on her bare shoulder, there is a rose tattoo ..."

Exotic, flashy graphics on bodies and bikes have long been considered a true art form. Conveying those same stark images in music also requires a genuine artist.

A neat ol' tune like "Rose Tattoo" by Texas legends Omar and the Howlers conjures up that sensual look of cool ink on hot, soft skin. But beyond the sexy stuff we also surround ourselves with those images that remind us that life is a bit of a balancing act ... a walk on a narrow ledge.

Coiled snakes, smilin' skulls, the ever-popular Reaper, and so many other flashes make the world aware of just how much we prefer to be out in the breeze on that ledge, not sittin' behind shuttered windows wondering what life is really like "out there."

Many musicians have tapped into the power of this imagery. Some have succeeded, others come off sounding like a Broadway musical version of Dungeons & Dragons.

One of music's ultimate, wild-side imagists was John Campbell. Before his death in June of '93 at the age of 41, John recorded two albums that have the kick of a .44: "One Believer" and "Howlin' Mercy." Both are still relatively easy to find.

From the reality of the street to the voodoo alleys of New Orleans, the music of John Campbell paints pictures of life on the edge...

"She ain't afraid of no alley ... She got a razor hid up in her hair ... Park my Harley on a side street ... Wait for her in the dark ..."

The next time your flesh is hungry for more ink or it's time for some fresh paint and artwork on the scoot, listen to a little of John Campbell first. It will definitely enhance the imagination.

"When that angel of sorrow steps up to my bedside, and pulls that ribbon of darkness slowly 'cross my eyes, give me one last breath to tell my baby good-bye."

Amen, Bro.

Speaking of Omar and the Howlers, their latest release is this month's number one "pick-to-click." *World Wide Open* could easily wind up being the best disc of '96. This is take-no-prisoners, rockin' blues at its finest.

I've enjoyed the work of Mike Morgan & The Crawl for a long time, and I was always curious as to why Mike sported an eye patch. It turns out that before he launched his musical career, Mike raced two-wheelers. A mishap at the track cost him an eye but it gave us all a great entertainer. Pick up their newest, *Ain't Worried No More*.

Purists and true blues aficionados have three kickin' new discs to check out. "Turn It On! Turn It Up!" by Roomful of Blues, "The Real Deal'" by John Primer, and "Blue Streak" by Luther Allison are all great examples of just what "da blooze" is all about.

—Bill Hayes

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BIKIN' COWBOYS

ABATE Local #3, of ABATE of California, has taken a large step in hosting a big money-maker for fightin' the California Helmet Law. For their success they need your attendance at the Southwest Motorcycle Jamboree, on July 26, 27 and 28, 1996.

Bikers and cowboys will be workin' and partyin' together for three days of fun on the beautiful shores of Lake Casitas, near Ojai, California (only 12 miles from Ventura). The Big Dogs (the nickname for members of ABATE Local #3), in association with Gold Coast Productions, and sanctioned by the AMA, has a full weekend of entertainment planned. There's camping, a motorcycle parade, a vintage motorcycle show, a custom Harley show, saloons, games, live bands all weekend, a VIP dinner, a Saturday night bonfire, fishing contests, a barbecue contest, a raffle, Kiddy Koral pony rides, cowboy shooting demonstrations, and vendors.

There are two entry fee packages available: the VIP Package which is $40 for an adult, $25 for a child (includes VIP sit-down dinner); and the Homer Simpson Package is $30 and $15. Children under three are free. For early registration or for more info, call: C.W. (805) 494-3287 or Fran/Chuck (805) 494-9900.

—Clean Dean

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FREEDOM AIN'T FREE
A CALL TO CANADIAN BROS

The British Columbia Coalition of Motorcyclists (BCCOM), the only political lobbying organization for motorcyclists in Canada to have affected changes for motorcycle riders, needs your help. Our long, difficult and costly fight for riders in British Columbia has been successful in a number of areas. Some of our accomplishments:

- Fought and prevented motorcycles from being banned outright from several municipal areas within the province.
- Challenged and got insurance rollbacks on PL/PD in 1993—with no increase for 1994/95 (a saving of some $4.6 million to B.C. motorcyclists).
- Fought illegal ticketing of modified motorcycles and won.
- Fought to make collector plates allowed on motorcycles.
- Changed handlebar height regulations.
- Lobbied B.C. ferries regarding rates.
- Fought questionable exhaust noise tickets.
- Set up guidelines for licensing of U-Built motorcycles with both the province and the RCMP.
- Continually fighting against questionable tickets issued to motorcyclists.
- Lobbied successfully to maintain off-road riding areas throughout B.C. (an ongoing battle).

These are just a few of the issues that are part of our continual fight on behalf of bikers. If you wish us to keep on working for you we need your support. If you're a member of the Coalition we need you to renew your membership for 1996.

If you are not a member of the Coalition we ask you to step up and join. In this area of confusing government legislation and intervention we as motorcyclists need a voice so that we are recognized and heard. The B.C. Coalition of Motorcyclists is that voice! Remember, freedom ain't free, but here in B.C., it is affordable. Don't delay, join today: BCCOM, No. 37, 13320, 116th Ave., Surrey, B.C. V3R OR8. Tel: 580-0111, Fax: 580-0114.

—Errol Hannigan
Executive Director, BCCOM

NUMBERS
SAY IT ALL

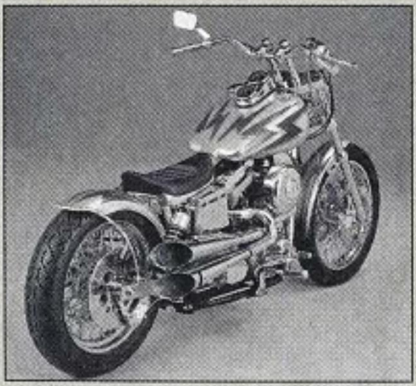
Motorcyclists have worked over the past decade and a half to promote two-wheeled safety. They've developed rider training programs, funded by motorcyclists themselves, now covering 45 states. They've raised riders' awareness of the dangers of impaired riding, and they've campaigned to make car drivers more conscious of motorcycles on the road. All that effort is paying big dividends: motorcycles now account for 6/10ths of one percent of all motor vehicles involved in accidents nationwide.

—AMA

TAKE
NOTE

Biker Broadcasting of Cleveland, Ohio, recently had a phone number change. The new number for people calling for general information on affiliate stations is: (617) 828-4546. To call in during the show, which airs Sundays from 9 p.m. to 11 p.m. EST, the number is: (800) 298-TALK.

MIKUNI
STREET BIKE SHOW



The Mikuni Calendar Street Bike Show will be held on July 28. Like last year, the event will take place at the Museum of Flying at the Santa Monica Airport.

More than 4,000 riders showed last year to check out exhibits staged by 80 manufacturers, distributors, and dealers involved in the custom H-D, high-performance, and sportbike markets. In addition to the exhibit extravaganza, you'll be able to scope out *free* seminars: Keith Code on roadracing, Carry Andrew on engine tuning, and Paul Thede on suspension tuning. The day's event will be hosted by famed race announcer Larry Huffman interspersed with the usual plate of bands, interviews with scooter celebs, and a mouth-watering look at the Mikuni calender girls in the flesh.

The Museum of Flying is located at 2772 Donald Douglas Loop North at the Santa Monica Airport; show hours are 10 a.m. to 5 p.m. (bike show registration from 8 a.m.-10 a.m.). For more info call the Museum at (310) 392-8822.

SHOVEL
RAFFLE

One of you lucky readers could win this '72 Shovel for just a $5 donation per raffle ticket that benefits the National Motorcycle Museum & Hall of Fame in Sturgis, S.D.

Interested? Call (605) 347-4875.

FLYIN' FREE
BERNISTEEN "BUNI" SURRELL

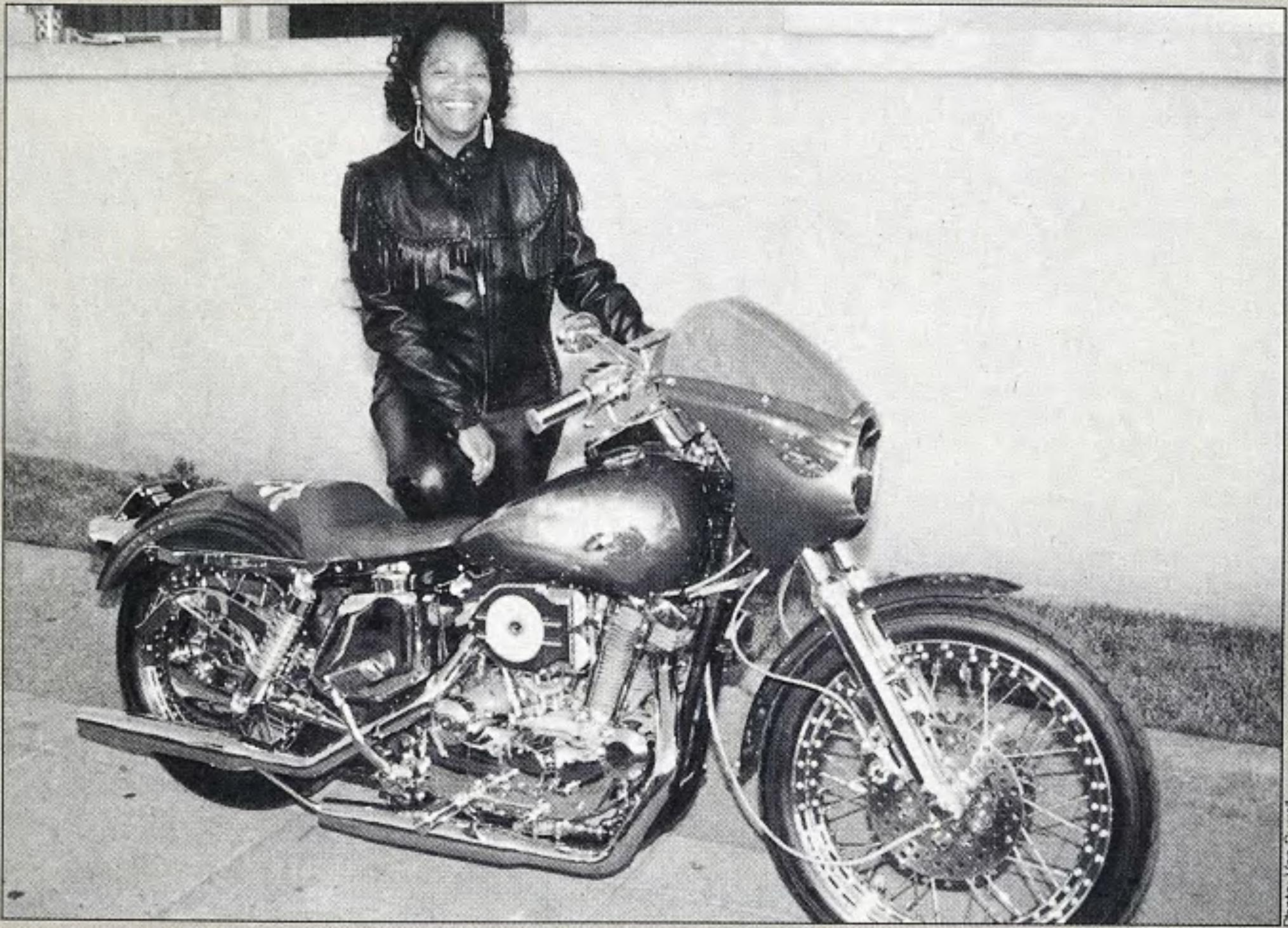


Photo: Van Surrell

Buni was 15 years old when she yelled at a speeding Chevy blasting down her street in Oakland. Lead-foot hit the brakes and swung back around. The brave Buni not only stood her ground, but also proceeded to lay into the dude. The lead-foot turned out to be Van Surrell, a local bike builder who was seriously taken aback by the courageous little lady. Not knowing what else to do, he asked her out. Before Buni took him up on his offer, she consulted the local grapevine and found out that Van was not only a righteous individual who enjoyed a two-wheeled lifestyle, but—as fate would have it—he was (and still is) a non-smoker and nondrinker like herself. So, she threw caution to the wind, and they've been married ever since.

For 17 years Buni rode on the back of Van's custom Harleys. 'Course, it was only a matter of time before she'd be riding alongside him. She says her itch to ride solo began much the way her career as a heavy equipment operator came about: "I've never been much of a sit-behind-the-desk type, so when I saw a huge piece of heavy equipment being operated by a small woman, I figured that looked like something I could do. I went up and talked to the woman during her break, and asked her how she got started. Before I knew it, I was graduating from engineering school in Sacramento and working on one of the largest jobs [rerouting the post-quake freeway] in Bay Area history."

As a wife and mother, Buni's pursuit of her new career was not without sacrifice. And when she finally got that wild hair to have a scooter of her own, Van unleashed his creative horsepower on a '72 Sportster that his son had just outgrown. The first task was to lower the iron Sporty to suit Buni's five-foot-zip frame. With the help of Hayward H-D and Dee Genung of California V-Twin, (Hayward, Calif.), Van shortened the front end to 3½-under, then had the rear fender cut to accommodate slammed shocks; mounts were fabbed for modified three-gallon split tanks so Buni could go the distance with her husband's dresser or Low Rider. Along those lines, Van made sure the power plant got bored and stroked with S&S wheels and rods, not to mention ported and polished heads with nitrated valves (by Hanna's Machine Shop, Hayward, Calif.). Next came an S&S Super E carb, Dyna ignition, Cycle Shack pipes (minus baffles), KüryAkyn hypercharger air cleaner, and Sifton PB-plus cams.

For aesthetics, other mods included an FXE-styled dash, polished stainless rotors, 35mm front forks, a Lockhart neon pepto windshield, stock rims drilled by Van, Mirage rear turn signals, late model handlebar controls, Nylabraid covering on hoses and cables, leather and snakeskin seat by Corbin (Buni's name in snakeskin), and the list goes on. The rest of the story is best told by Buni's radiant smile, rivaled only by all that deep-lacquered paint and shiny chrome beaming from her pride and joy.

—Clay Dog

SHORT STROKES: BULLETPROOF, WEATHER-PROOF, 100-PROOF—HONOR

After days of rainfall here in Southern California, we could relate to the solitary confinement bullshit the rest of the country is going through, what with constant storms, floods, and beyond tolerable cold temps. But the sun is breaking, Daytona is only a week away, the Western brothers are already anxious for the heat of the desert ride to Laughlin, and I'm chompin' at the bit for a jockey-shifting, Jack Daniel's night in the city. Let's get to the news, so I can go for a ride: **Here's a story of heart** from *Dukane ABATE News*. Seems Rob Spoerl, aka Dolphin, worked as a scuba instructor in the Bahamas (call that work?), and he had the daily deep water opportunity to swim with dolphins. Upon returning home one day, he discovered that someone had cut their pen open. The dolphins returned, but one of them died from a gash caused by the tear in the pen. Robert found out who did it and gave 'em a taste of biker's payback, but was then exiled from the island forever. He still rides with a dolphin painted on his tank and his favorite mammal tattooed on his arm in memory of a lost loved one....**Sixty-two cops** in military fatigues and ski masks raided the Vancouver clubhouse of the Free Soul Motorcycle Club, but found nothing after detaining two couples outside in the snow for three hours. Then they let them go. One of the stickers in a clubhouse window stated "It's not illegal to be a biker." Better check again.... **Maryland's new governor**, Parris Glendening, initiated an increase in the highway speed limits, but he tacked on a radar detector ban and excessive penalties for speeders. Maryland lawmakers caught legislative wind of the proposal and voted the higher speed limit through without the ban and fines—the governor signed it anyway.... **Beware of Linndale, Ohio**. This town of 150 civic-minded citizens has 14 officers who use their 418 yards of Interstate to write 5,000 tickets per year, generating $400,000. The town's total annual budget is $520,000. **And get this,** South Carolina State Senator Maggie Glover locked herself in her car during a traffic stop, refusing to go to jail for driving with a suspended license while blasting along at 53 mph in a 30-mph zone....**And for all us welding freaks**, Techno-Weld, Inc., has introduced an aluminum welding rod anyone can use that requires no expensive special equipment. It's a low temperature aluminum fusion welding system which provides a strong weld with a minimum distortion and without flux or fumes. Call 'em at (803) 875-7418....**While I'm plugging shit**, the missus and I kicked off an internet site last week. Check it out. It's devoted to biker fiction. Bandit's Bikernet (http://www.bikernet.com).... **More and more bikers** are entering the political arena. One reason is that we're tougher than the average straight, another is we don't give up. Here's a guy who's been a biker for 30 years, believes in the freedom and rights of the people, and is running for the Sheriff of Mohave County, Arizona. This is the county where Bullhead City is located and a good portion of the Laughlin Run. Last year the Mohave County Sheriff shut down the Oatman bash, but this candidate stands behind bikers. His name is Kenneth A Warren Jr. (520) 763-6299....**Here's a law initiated by** Illinois' Democratic governor Jim Edgar. The law, which allows employers to eavesdrop on workers in the workplace, was inserted into a Boland-sponsored bill requiring registration of violent sex offenders. Good god....**Did you know the fine print** of the federal repeal of the 55-mph law allows toll booths on every federally funded highway (interstates), bridge, and tunnel....**Sen. Ben Nighthorse Campbell** called to ask if we'd ride with him and a thousand other guys to the Republican convention in San Diego. I said, "Sure, we'll be there."...**Ontario, Canada,** now has a helmet law for kids and adults who ride bicycles....**And legislators in Greece** passed a law that restricts obese people from riding or driving. If you're 60 percent overweight for your height, you can't do anything but sit home and eat....**After 30 years with a helmet law,** Georgia freedom fighters are confident they will pass their adult repeal and the governor will sign it. Congratulations! ....**As the sun sets on a Weasel Wednesday**, and I watch the group head north on Highway 101, I ponder where the action is to the south. As the rush of chilled wind brightens my outlook and the lights whizzing by on the freeway challenge me to get into the ring again, I'm proud to be a biker and run with freedom fighters who've never given up the cause. We're a proud lot, and deservedly so. Ride forever.

—*Bandit*

P.S. Thanks again, Parkay.

S&S NEW SPONSOR OF STURGIS RALLY AND RACES

Sturgis Rally & Races, Inc., is proud to announce that S&S Cycle, of Viola, Wisconsin, is a sponsor of the 1996 event. S&S Cycle has been a leader in the development and production of high-performance engine parts for Harley-Davidsons since 1958.

Most prominently known for its series of Super carbs, especially the Super E with the distinctive teardrop air cleaner, S&S Cycle currently offers a broad line of performance products and kits from cylinder heads to bottom ends to fit any Harley owner's riding style. S&S Cycle recently introduced high-performance long blocks, nearly complete motors from 88-inch to 103-inch, comprised exclusively of S&S performance components.

S&S Cycle's roots in the motorcycle industry run deep. In 1994, the company's founder, George Smith, was inducted into the Hall of Fame of the National Motorcycle Museum, located in Sturgis, S.D., in honor of his contributions to the motorcycle industry.

S&S Cycle joins the following companies in sponsoring the 1996 Sturgis Rally & Races: R.J. Reynolds, Harley-Davidson, J&P Cycles, and American Motor Leasing.

See ya there.

—*Twiggy*

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PASSING GAS

"Oh, really, Harry—a designer butt plug?"

"Aw, ya don't have to do *that*, sweetheart—if ya wanna get laid, just *say* so."

"I really do love Moose," sobbed the religious young thing to her mother. "But I could never marry a godless man like him. Why, he doesn't believe in anything, Ma—not even in Hell."

"Don't you worry about that, dear," said her mother. "Go ahead and marry him, and between the two of us, we'll convince him."

Roger Sadauskas
Hawthorne, Calif.

What's the difference between a bedroom and a courtroom?

In the bedroom, it only takes one man to find out whether or not a woman is innocent.

BRS
USA

A furious pounding in a motel room late at night awakened a number of guests. The manager was soon called, and he let himself into the room. Inside, he found an 86-year-old biker cussing and banging away on the wall with both fists.

"Stop that!" ordered the motel manager. "You're keeping all my guests awake!"

"Screw them assholes!" yelled the graybeard. "It's the first hard-on I've had in 15 years, and both my hands are asleep!"

Paulette
Stratford, Conn.

What do Japanese bikes and fast-food joints have in common?

Cheap forks.

Fast Eddie
The Mill

Why do nymphomaniacs make such great secretaries?

'Cause they're really good at desk jobs.

Gracie Goodnight
By George

What's Miraculous Mutha's favorite nursery rhyme?

Hump-me Dump-me.

Little Bill
OKC

How is having sex with your ol' lady like a U.S. Government Savings Bond?

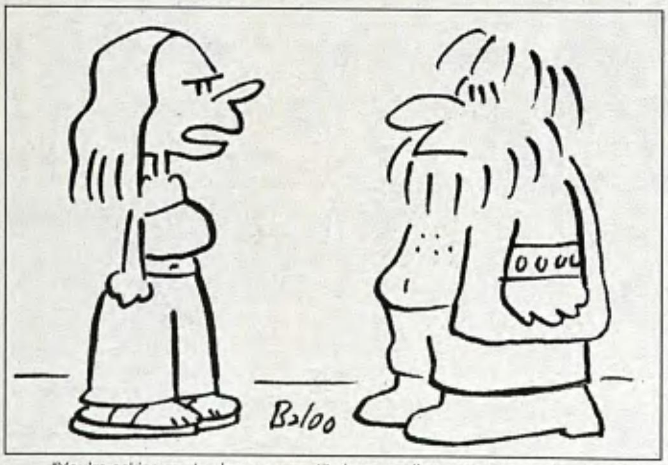
It's predictable, safe, and easy to get.

Cowboy
Houston, Texas

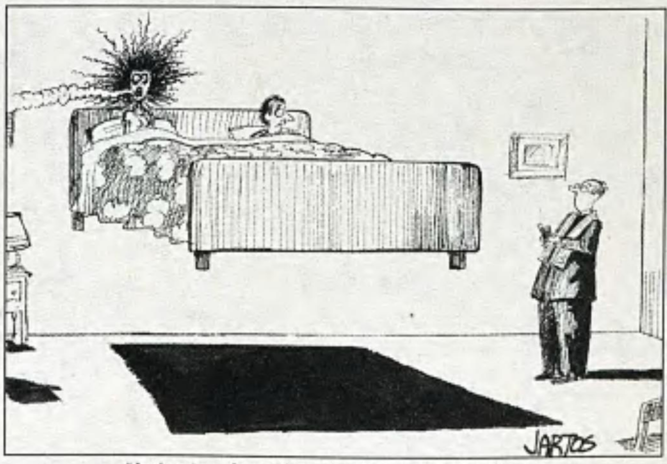
Have you seen the new X-rated porno film for midgets?

It features full runtal nudity.

Klingon
Shields Up



"You're asking me to show you my tits because I'm a *woman*, aren't you?!"



"And on top of everything else, Father, I can't get it up."

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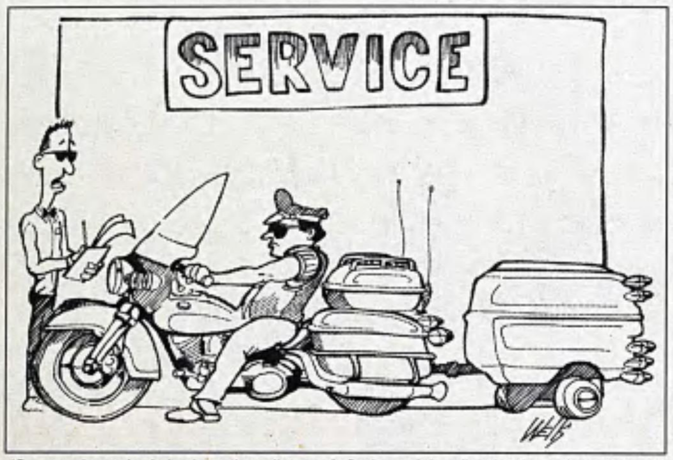
NCOM

PASSING GAS



"So, your icemaker's broken, the toilet won't flush, and the vibrating bed blows fuses?"

Then there was the hooker whose vagina simply wore out—she retired, but she kept her hand in the business ...

The Midget
Staying Strong

Have you heard about the new terrorist toilet paper?

If it doesn't like your shit, it'll blow your ass off.

Big Bear
Columbia, Mo.

When Mongo arrived home unexpectedly early from work one day, he discovered his ol' lady twisting the bedsheets with another man.

"What the fuck is the meaning of this?" he bellowed. "Who the hell is this guy?"

"That sounds like a fair question," she said, rolling over to face the dude. "What *is* your name?"

Squirrel
St. Peter, Minn.

Burly Shirley, who was an avid boxing fan, decided it was time for some new tattoos, so she went down to the local ink parlor and told the artist, "I want Mike Tyson tattooed on my inner left thigh, and I want Muhammad Ali on my inner right thigh. I want only their faces put on, and if they're not perfect likenesses, I ain't paying for them!"

The tattooist completed the job, but afterwards Burly Shirley looked at his work with some skepticism, remarking that she didn't think the images were right on the money. The tattooist insisted they were perfect, and as they were arguing, another customer, a biker, walked into the parlor.

"Hey, you, come over here and take a look," Burly Shirley said to him, hiking up her skirt. "Do these tats look like Mike Tyson and Muhammad Ali to you?"

"I don't know about that," said the biker, "but the one in the middle looks exactly like Don King!"

Mike York
Tehachapi, Calif.

A chick goes to the eye doctor, and he pulls out the eye chart. He starts at the bottom line.

"Can you see this?"

"No."

He goes up one line.

"Can you see this?"

"No."

He goes all the way up to the largest letters.

"Can you see this?"

"No."

Frustrated, the doc whips out his dick and says, "Well, can you see THIS?"

"That I can see!" she exclaims.

"Just as I thought," snaps the doc. "You're cock-eyed."

Manny
Kings Beach, Calif.

What are the little bumps around chicks' nipples for?

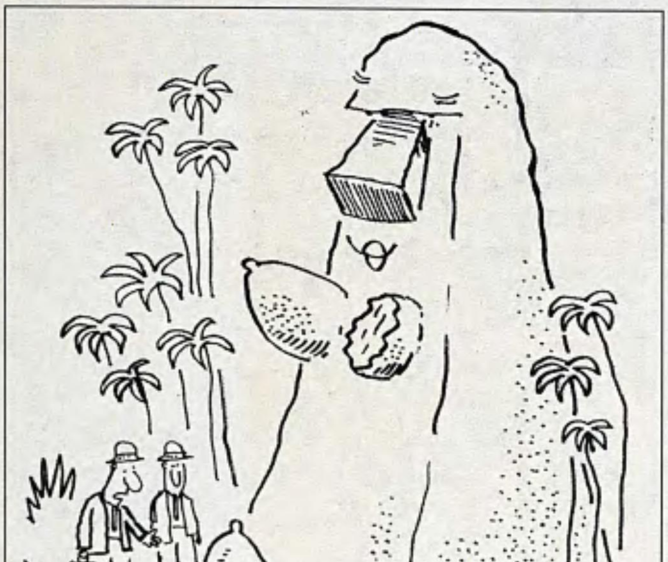
They spell out "suck me" in Braille.

Katie
New Hampshire

Why aren't there any biker monks?

The vows of silence include farting.

Bababooey
NYC



"The real irony here is that Henderson was a leg man."

"This is the last time I try to turn tricks at a proctologists' convention."

Face it—everybody can use a good laugh now and then. That ain't to say yer gonna find one on these pages, but whatdafuck, we hadda fill the space somehow, and yer at least bound to run into a gut-grabbin' groaner or two—and they're almost as good. Think ya can do better? Prove it. Whip out yer best stuff (not your meat!) and slip it to us. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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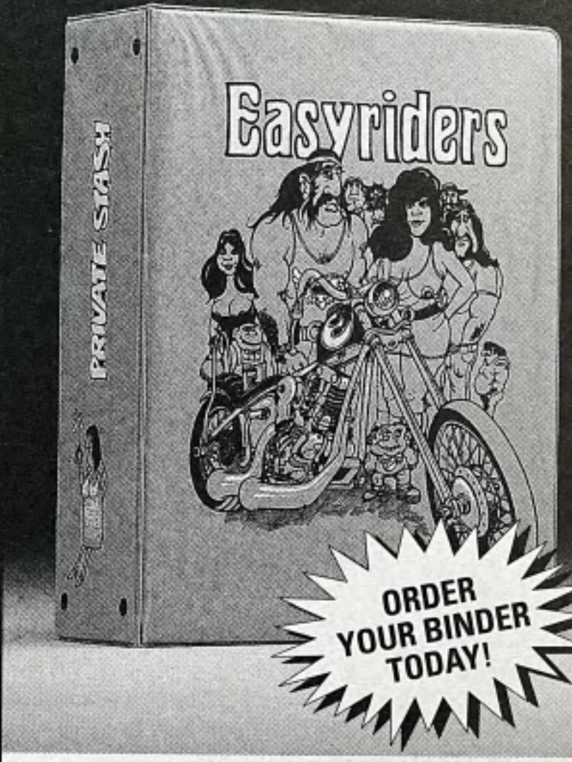

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TALKING TECH

Stretched Softail

I would like to know if there are any companies out there making raked or stretched neck sections for a Softail frame. I would hate like hell to buy a new frame when I could customize the one I have.

Joe Wolfe
Weatherly, Pennsylvania

Checking out your local frame/chassis shops is going to be your best bet. See what kind of work they have done in the past, talk to their customers, and while you're at it, look the shop over. A good frame shop will be able to accommodate your wildest ideas and hand you the finished result. While I don't know of any frame shops in or near your area off-hand, perhaps some of our good readers could help out. In the meantime, start checking around, and just for the hell of it, get some catalog info on some aftermarket frames for ideas if nothing else.

Frame Vs. Engine Numbers

A friend of mine purchased a 1979 FXE and the number on the frame is not the same as the engine. Up here in Alaska, the frame number is all we need as a VID to register the bike. The engine number is nowhere on the title. Will my friend have any trouble driving in Canada or any of the lower 48 states? What states have laws asking for both numbers?

Timothy Evenson
Wasilla, Alaska

While all the law experience around here comes from running away from it, we do know that mismatched numbers are an invitation to a roust, in any country. We recommend that you carry detailed receipts, registrations, a doctor's excuse and a note from your mother at all times.

Is It Special?

I have a 1978 FLH 1340 75th anniversary edition. One of my bros was reading in a mag and said there were only eight made of that model. Do you have any way of getting the right info on it? VIN # 3G6**29H8.

Jim Francis
Waterville, Maine

All '78 FLHs had the 75th Anniversary emblem on the front fender. The actual 75th Anniversary model was a 1200, distinguished by its Black Cherry paint job, with gold wheels and gold pinstriping. There were 2,120 built and 4,761 other 1200s of different colors. There was also a series of '78 FLHs with 1340s called the Special edition II. There were 2,642 of these built. However, there were eight motorcycles built, during the changeover from 1200s to 1340s, that came out with the Black Cherry/gold pinstripe paint job and the gold wheels. Unfortunately, by your VIN number yours is not one of them, sorry. Thanks to Gene Perryman, historian extraordinaire, from Harley-Davidson for the information.

Running On One Cylinder

I have a 1985 FLHT with 52,000 miles. The problem is when I start it up, it sounds as though it's only running on one cylinder. After a minute or so you can hear the motor step up and even out and then it runs fine. It doesn't matter if the temperature outside is cold or hot or the engine is cold or hot. The thing is, it doesn't always do it. I've tried 10W40 to straight weight 70 oil. That doesn't change anything. I was told it might be the hydraulic lifters, so I tore it down and took the lifters apart, cleaned, and reinstalled them, but I still have the same problem. I was told that it could be electrical. So, I tested and replaced all sorts of parts. Still the same problem. Another person told me it sounded like it was sucking air, so I replaced the rubber flanged manifold with an aluminum manifold. Still the same problem.

Pat Diaz
Washington, Illinois

Sounds like you've been through the ringer with this one. First off, you say it "sounds as though" it's running on one cylinder only. Your exhaust system will help with this one. When the bike is cold, fire it up and put your hand over the end of the pipe and check for exhaust flow out of the rear pipe, since that was the cylinder you mentioned as being the trouble spot. This will be harder to determine if you are running a 2-into-1 system, but you can also do a "spit-test" on each pipe near the cylinder head to check for a dead hole. Simply wet your finger and quickly touch it to the pipe (quickness is important here); if the cylinder is dead, you'll know it due to lack of heat. If it's a live player, it'll sizzle. Next, check for a blown or leaky head gasket. I've seen Evos blow out past the head gasket just a tiny bit when they're cold, then once they warm up and expand, this goes away. Sound familiar? Try this when your engine is cold: wad a rag up in the palm of your hand and completely block the end of the rear pipe. Watch and listen for leaks in the head gasket area. If the gasket is blown or leaks when the engine is cold, this is how you'll find it.

I'll assume that when you went through the electrics you checked the coil, module, wiring, etc., because this type of problem could also be electric. Also listen for a noisy lifter. I know you went through them, but when they collapse, they make a clacking sound. Listen for this as a possible key to the dead cylinder. Give the bros down at Motors By Dave in sunny Florida a call, (305) 985-8707. They're ace wrenches down there and Dave will be happy to help us all get to the bottom of this problem, if we haven't led you in the right direction.

Gimme A Belt

Who makes a rear belt drive system for my '79 FLH, how much does it cost, is it reliable, do you have to be a fucking rocket scientist to install it? Do a tech tip article on it for a Shovelhead FLH.

Sam Hurst
Paris, Texas

As far as we can tell, the only company that ever tried to build a kit has given up. We're told that it took a skilled wrench about twenty hours to install it. However, if you're dead set on a rear belt, contact Rusty at Rusty's Belt Drivelines, (714) 666-8214.

How many times have you sat in your garage, teetering on an old milk crate and scratching your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000. If we can find a solution, you'll read it here.

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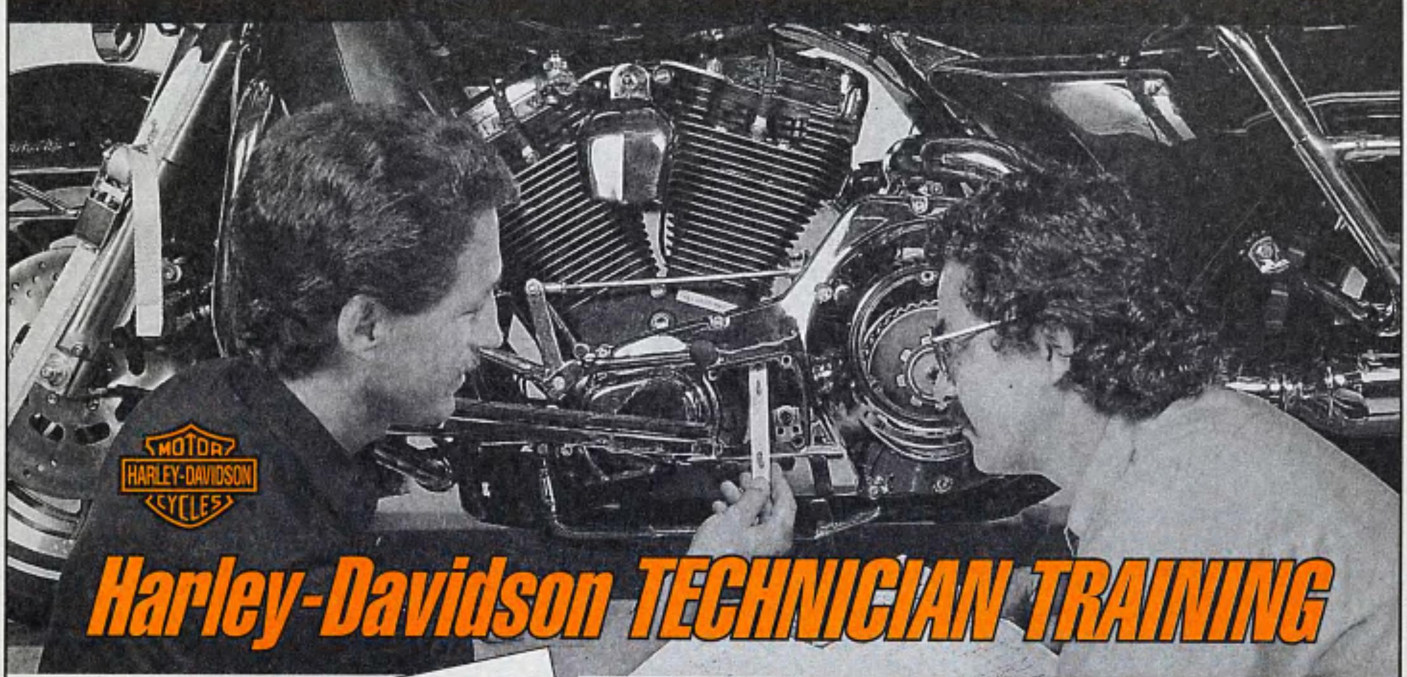

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F.I.G.H.T.® UPDATE

Who Are These People?
And Why Do They Want Our Heads?

Bikers fought hard and assembled a coalition that passed the repeal of the ISTEA (Intermodal Surface Transportation Efficiency Act) helmet mandate. Now there are twenty-five states with repeal bills in their legislatures, and we are fighting to push these through. One of the most important weapons in this fight is understanding the enemy, who they are and why they try to do this to us.

Casualty insurers have known for many years that if motorcycle riders were eliminated, or at least greatly reduced in numbers, the claims that these insurers would have to pay to injured riders caused by the at-fault automobile drivers they insure would be less. It is a simple matter of economics to one of the richest and most influential businesses in the United States. Many physicians and doctors, in another very important and influential profession, medicine, support helmet laws because of their almost complete financial dependence on what the insurance companies agree to pay them for their services. Governmental agencies, like state Offices of Traffic Safety, and the U.S. National Highway Transportation Safety Administration (NHTSA) are in the business of reducing transportation deaths and injuries, and the concept of reasonableness, fairness, and motor vehicle operators' real (or perceived) rights are of no consequence to them in their bureaucratic quest for an accident-free society. In their perspective, less motorcycles on the road, less motorcycle accidents.

Since insurance companies, doctors, and even government bureaucrats in Sacramento or Washington, don't make traffic laws, they use their industries, professions, and bureaucracies to influence the passage of helmet laws. They are aware of the effect of helmet laws on the riding population. In 1991, states with full helmet laws had 1.3 registered motorcycles per 100 persons. However, states with no helmet laws had 2.6 registrations per 100 population, or in other words, free states had twice the number of motorcycles per capita as helmet law states! It's apparent from these figures that people are twice as likely to buy and use a motorcycle if they live in a state without helmet use requirements. Otherwise, why would someone be over three times as likely to own a motorcycle in Iowa (a nonhelmet state with a relatively short riding season) than in Florida (a full helmet law state with beautiful, year-round riding weather)? Helmet law proponents know that helmet laws result in fewer riders, and fewer riders cost them less, so most of the so-called "scientific" studies to justify the passage of helmet laws are funded by insurance casualty companies, or so-called motor vehicle "safety" groups, financially supported almost solely by insurance conglomerates. A recent such UCLA study (touted to be the definitive study which justifies the passage of California's helmet law) was entirely funded by an association of insurance providers, the "Insurance" Institute of Highway Safety. These same "safety groups" blow off safety training as ineffective because, according to the Advocates for Highway and Auto Safety, "No amount of safety training is effective in getting people to wear helmets." How can you fight that logic?

The important thing to remember is to know your enemy. We have listed the major players here, so be ready for them. When you go to talk to your legislators check the opposition to your bill. It'll be listed in the bill package. This will give you a pretty good idea what kind of bogus information has already been passed around, and what to do about it.

—*Oz*

Easyriders Vs. Hannigan Update

Skip Raring's twisted the wick on the *Easyriders* lawsuit and has ridden it into the 9th Circuit Court of Appeals. The briefs are a work of art and contain constitutional arguments against any helmet law that is based upon the Federal 218 Standard.

The Federal Circuit Appeals Court is the second highest court in the land, the only other step being the United States Supreme Court. We have won every battle, and we expect to win this one. The only question is the size of the victory. This should also be the state's last gasp, since appellate rulings against the state are rarely overturned.

We'll bring you excerpts of the briefs along with important code sections in next month's F.I.G.H.T.® update.

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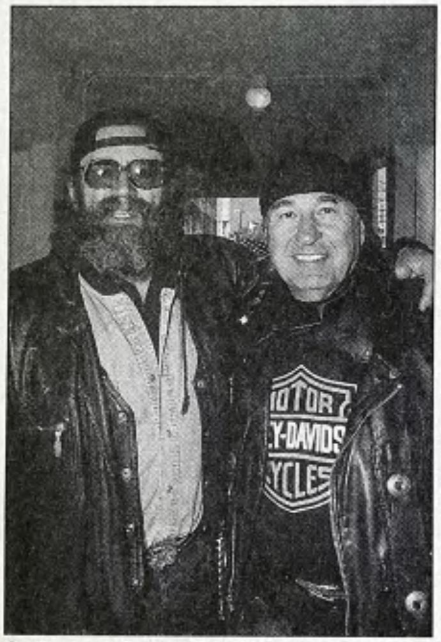
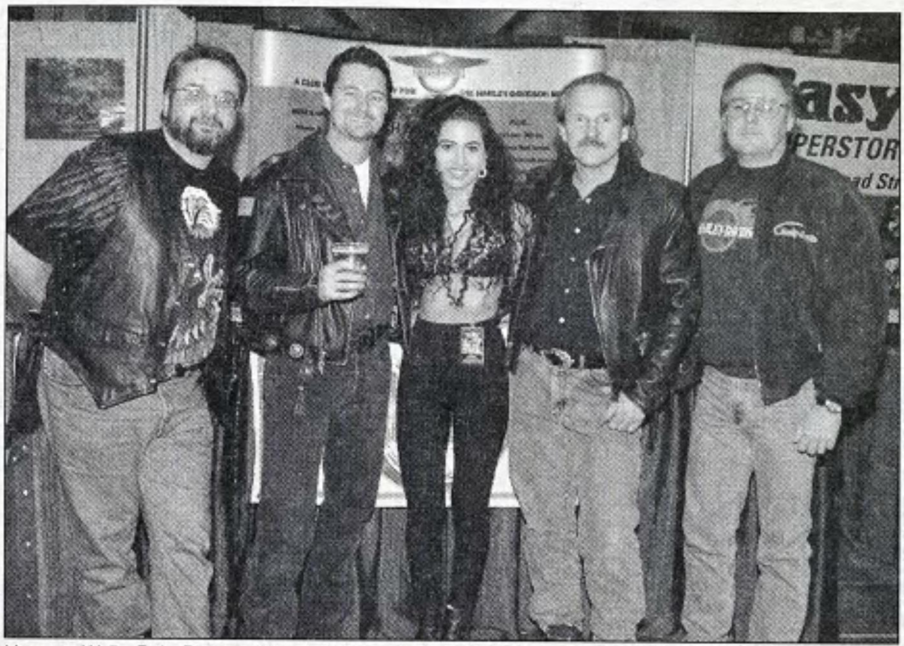
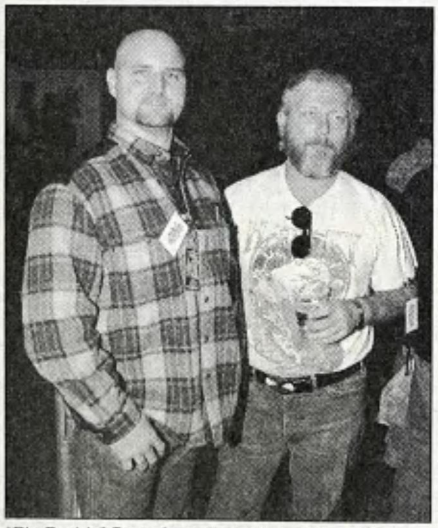
BROS CLUB NEWS



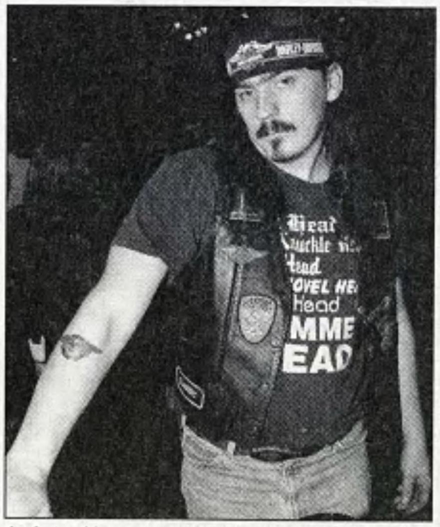
Our two most famous Bros Club members: Rip and Senator Ben Nighthorse Campbell.

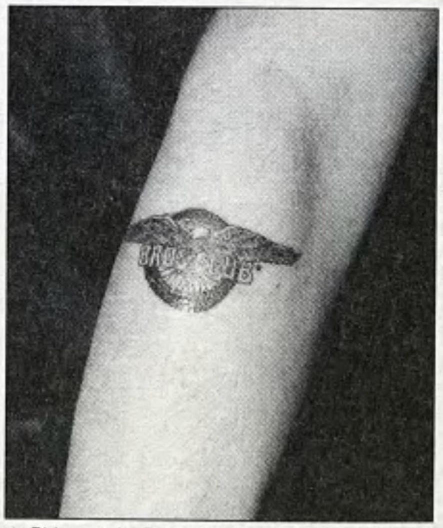


Here are Wally, Bob, Ron, and Lloyd, four members from the *Easyriders* of Chicago Store Bros Club Chapter, with former Fox Hunt winner Julie, my Bros Club helper, at the Columbus Bike Show '96.



"Big Daddy" Drew from *Easyriders* of San Diego (left) with his friend Eddie, checking out the action.





As far as I know this is a first. Mike Morris from Conneaut, Ohio, got the Bros Club logo tattooed on his right forearm by "Doc" of Mad Mike's Tattoo Studio while at the Columbus Bike Show '96.

SPRING HAS SPRUNG

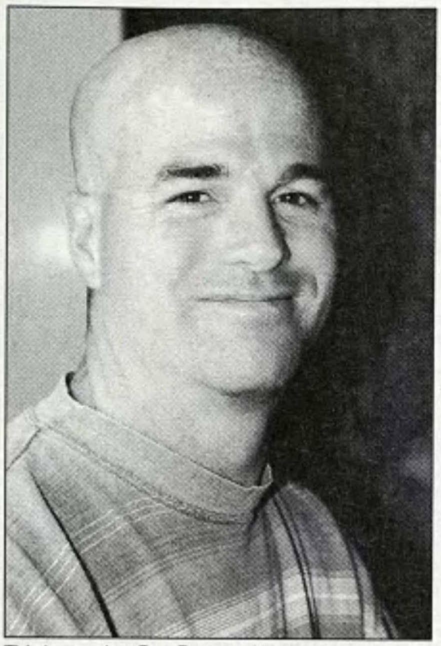
The Season Has Begun ...

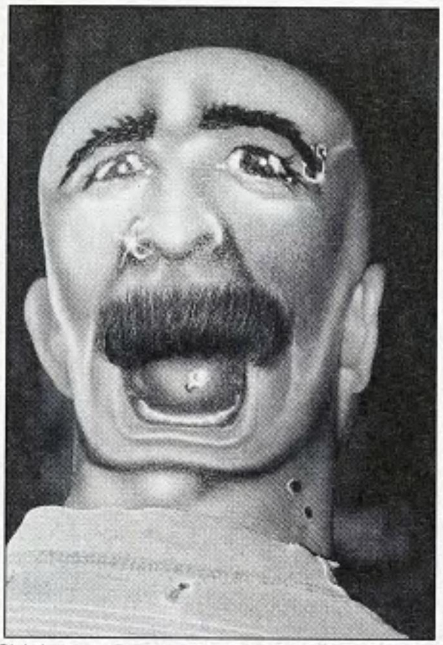
At the time of this writing we are just getting started with the riding season. Yeah, spring has sprung, and it hit me like a ton of bricks. I know that some of you had a foot of snow last week, but what can I say, I checked the *Farmer's Almanac* and it said spring started. The weather was great as I backed the Dyna out of the garage and started it. (Yes, I warmed it up.) I took off down the block, and then the bike made a bad kind of a loud noise and quit! Now it's in the hospital having its valves redone. So that's how my riding season started. How about yours?

We had a snowstorm during the Columbus Bike Show so there weren't a whole lot of people riding their bikes in, but it didn't seem to stop anyone from showing up. We filled the house, and it was another record year in Columbus for both the Bike Show and the Bros Club.

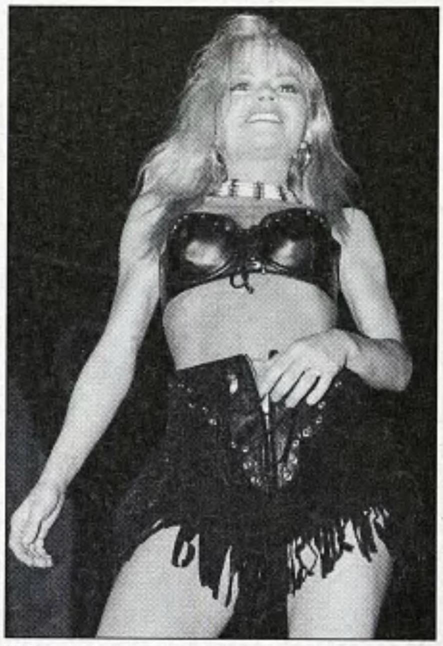
I can see the enthusiasm growing for the Bros Club just by the amount of folks who stop by to say hello at the events, let alone the amount of new sign-ups and renewals at our shows.

At the Columbus Bike Show we had a first as far as I know; Mike Morris of Conneaut, Ohio, had "Doc" from Mad Mike's Tattoo Studio tattoo the Bros

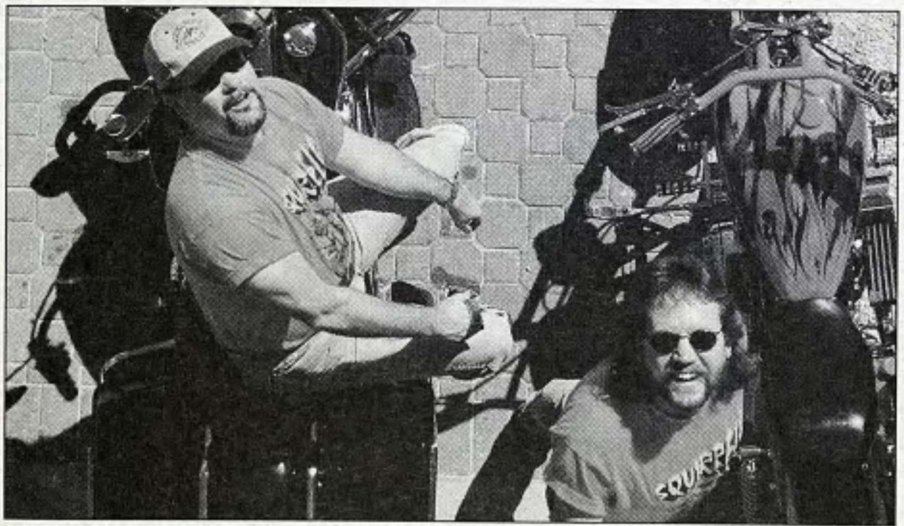




This is member Ben Ross and his evil twin at the Bros Club Lounge, Daytona '96. Ben didn't say what his twin's name was but he said that he followed him everywhere!



A Bros Club view of a fashion show. I just wanted you to know where to look for me at our events.



A "Weasels" eye view of Bros Club/Squirrel/Weasel members (L to R) Tim Moore and Rick Fairless (check out his bike on the cover and p. 92) from Dallas, Texas, at the Bros Club Lounge at Daytona Bike Week '96.

New member Joe Lama from Columbus, Ohio, with his wife, Julie (Bros Club helper).

Club logo on his arm (no, I don't have it tattooed on mine). See, Mike, you're already famous.

While I'm on the subject of the Columbus Bike Show, I received a letter from "Pissed On In Columbus," who said that he got kicked out of the Bros Club VIP lounge by some "Big Ape" who said that he didn't belong there. With discretion being the better part of valor, Pissed On left. Well I'm here to say the Big Ape was wrong—the Bros Club area is for card-carrying Bros Club members. If this ever happens to you find either me or our Show Security Director, and we'll get it straightened out for you. There are bullies everywhere, and this guy was probably on a power trip. To Pissed On In Columbus, I'm truly sorry the "Fun Haters" got in your face. Please write me a letter with your real name and address so I know who you are.

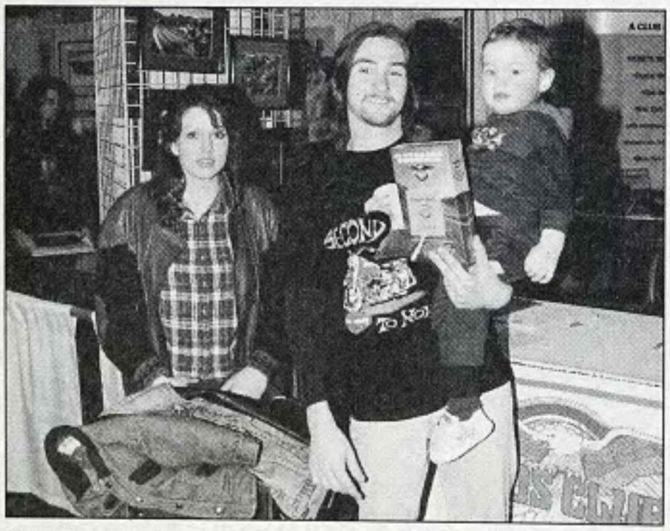
In Daytona we once again had a great turnout, and the Bros Club Lounge was a great place to hang out during the rain. We had two *Easyriders* models: Corinna (July '96) and Heidi (April '96) hanging around signing autographs and helping Sherry with the troops.

We had a lot of repeat visitors at Daytona this year: Kenny and Diane McGurk, Chuck Smaila, Cliff Akin, Chris Hill, Rick Hebner (a recent sign-up →

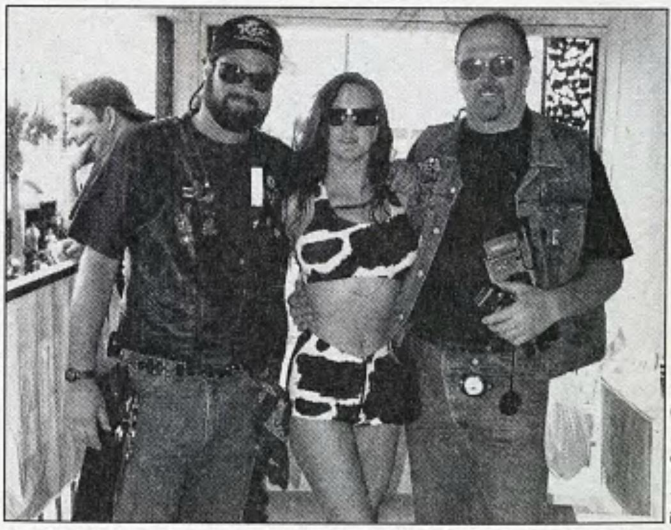
BROS CLUB NEWS

L to R: Bros Club recruiters Doc and Debbie Martin with new member Dennis Biggerstaff (no comment!) at the Columbus Bike Show '96.

Charter member "Spider" Scott with June Toepke at the Bros Lounge Daytona '96.



New member Shaun Kennedy from South Salem, Ohio, with his wife, Rachael and son, Zeb, at the Columbus Bike Show '96. Shaun rides a '68 Sportster.



Here is Cliff Akin, a Bros Club recruiter from South Carolina, with this month's Fox Hunt winner Corinna and Chris Hill at the Bros Club Lounge Daytona '96.

from the Columbus Bike Show), Randy Tewes, "Fuck You" Bob Schawabe, and Marty Means stopped in to get their money's worth. These were just a few of the great folks we always look forward to seeing year after year, event after event.

The view from the Bros Club lounge is the best view there is on Main Street Daytona, although I think that it's my charming personality that everyone comes up there for!

The hot news in Bros Club Land this month is that we have new *Easyriders* stores opening up all the time, so be sure to stop in and get involved in the Bros Club. The store owners are all eager to meet you Bros Club members. Keep an eye on the ads in *Easyriders* for store openings near you.

Keep in touch. Don't forget to e-mail me at BROSCLUB1@aol.com or write me a letter along with some pictures of your best times on the road (see photo guidelines in the last issue of *Easyriders)*. I look forward to seeing as many of you I can this year. Look for me on the road.

—*Gregg Daniel*

Send your photos and letters to:
Bros Club
Attention: Gregg Daniel
P.O. Box 3000
Agoura Hills, CA 91376-3000

DON'T GET BURNT.

Your bike's gassed and oiled up, with everything you need to roam long and free over the America you call home. Weeks of wind in your hair await you. But thirty miles outside Rotgut, Arkansas, the smell of burnt wiring and a small cloud of smoke leave you by the side of the road. It's so hot, the vultures circling overhead are wearing shades. Good luck, a guy with a cellular phone stops to help. You call the nearest service station. They say, "A FXLR...where they build that kinda car?" This story would be fiction if you were a Bros Club member, and you'd be sipping Sasparilla while watching your bike tended to by the right people.

A Bros Club membership includes the most comprehensive road service plan for motorcycles in existence. With over 12,000 experienced tow-truck operators on call nationwide, you're guaranteed that a competent operator will always be sent to your rescue 24 hours a day, 365 days a year. Help is only a toll-free phone call away. Bros Club pays up to $50 per call (covers most calls), and you get where you're going. For only $29.95, it's a deal too good to pass up.

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- Bros Club winged patch, pin, decal, and membership card.
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Clip out and mail to: Bros Club, P.O. Box 469060, Escondido, CA 92046-9060
Or Call 800-247-6246, 7 Days a Week – 24 Hours a Day.

WHAT'S HAPPENING

ALABAMA
Alabama State H.O.G. Rally
Date: June 7-8
Place: Huntsville
Info: (205)890-0HOG

ALASKA
Solstice '96
Date: June 21-23
Place: Mile 1378 Alaska Hwy. between Tok & Delta Jct.
Info: HC62 Box 5180, 1378 AK Hwy, Delta Jct, AK 99737; $20 advance tix

ARIZONA
Easyriders 25th Anniversary Party
Date: June 14, 10 a.m. - 7 p.m.
Place: *Easyriders* of Scottsdale
Info: (602) 947-4423

CALIFORNIA
19th Annual Redwood Run
Date: June 7-9
Place: Kiwanis Riverview Ranch
Info: (707) 247-3424

Run to benefit the Wildlife Waystation
Date: June 9
Place: Newhall
Info: Accessories Unltd. (805) 255-6522

Easyriders 25th Anniversary Party
Date: June 15, 11 a.m. - 6 p.m.
Place: *Easyriders* of Camarillo
Info: (805) 383-1041

Easyriders 25th Anniversary Party
Date: June 15-16, 10 a.m. - 6 p.m.
Place: *Easyriders* of Fresno
Info: (209) 222-7467

Easyriders 25th Anniversary Party
Date: June 15, 11 a.m. - 6 p.m.
Place: *Easyriders* of Hollywood
Info: (213) 658-8817

Easyriders 25th Anniversary Party
Date: June 15, noon - 7 p.m.
Place: *Easyriders* of San Diego
Info: (619) 234-8547

Horizon M/C Show
Date: June 13-16
Place: South Lake Tahoe
Info: (916) 541-7300

11th Annual Golden State Rendezvous
Date: June 21-23
Place: Fairgrounds, Paso Robles
Info: (818) 504-9271

Vintage Short Track Races
Date: June 22
Place: Ventura Fairgrounds
Info: Harry (805) 650-6777 (days)

Antique & Classic M/C Show & Swap
Date: June 23
Place: Ventura County Fairgrounds
Info: Harry (805) 650-6777 (days)

Bridgeport Jamboree
Date: June 27-30
Place: Bridgeport
Info: (800) 200-4557

COLORADO
Vets Fund Run
Date: June 8
Place: Ft. Lyons
Info: ABATE District 7 (719) 584-2034

Castle Run/Campout
Date: June 15
Place: Trinidad
Info: (719) 846-7359

Lost & Found Picnic Run
Date: June 15
Place: Conifer
Info: (303) 399-2246

Iron Pony Express Easter Seal Society
Date: June 15-16
Place: Different starting points, each finishing at the Easter Seal Camp, Rocky Mountain Village, Empire
Info: (303) 233-1666 or (800) 875-4732

DELAWARE
ABATE Kent County Poker Run
Date: June 8 (rain date: June 19)
Place: Seafarer Restaurant, Woodside
Info: Bobby (302) 284-8826

FLORIDA
State Meeting & Party
Date: June 7-9
Place: North Port
Info: ABATE (407) 668-5006

Easyriders 25th Anniversary Party
Date: June 16, 10 a.m. - 6 p.m.
Place: *Easyriders* of Daytona
Info: (904) 238-1645

Spirat Enterprises Shop Party
Date: June 15-16
Place: U.S. 1 in Melbourne
Info: (407) 242-3155

GEORGIA
Iron Horse Rodeo
Date: June 8-9
Place: Dalton
Info: ABATE Dist. 1 (404) 294-8900

Coming Out Party
Date: June 8-9
Place: Dublin
Info: ABATE Dist.10 (404) 294-8900

Motorcyclists PAC Swap & Show
Date: June 9
Place: Henderson's., SW Atlanta
Info: Lee Richardson (706) 342-4543

Ride For Sight
Date: June 15
Place: Gainsville
Info: ABATE Dist. 2 (404) 294-8900

Summer Blast
Date: June 29-30
Place: Draketown
Info: ABATE Dist. 3 (404) 294-8900

IDAHO
ICMS Rock Creek Run
Date: June 15-16
Place: Twin Falls
Info: (208) 733-9893

MDA Freedom Run
Date: June 16
Info: Teri McColly (208) 384-5886

ILLINOIS
Testicle Festival
Date: June 8
Place: Lori's Tap in Marietta
Info: ABATE (800) 872-2283

Family Day Picnic & Free Zoo Day
Date: June 9
Place: Lake Springfield
Info: (800) 872-2283

Easyriders 25th Anniversary Party
Date: June 15, 10 a.m. - 6 p.m.
Place: *Easyriders* of Chicago
Info: (847) 506-1234

10th Annual Rendezvous
Date: June 21-23
Place: Pontiac
Info: ABATE of Illinois (800) 872-2283

INDIANA
Gonads Go Mad
Date: June 7
Place: Gibson Fairgrounds, Princeton
Info: Reg. 13 ABATE (812) 386-6067

Mayor's Ride & Swim to the Wienie
Date: June 8
Place: Tipton County
Info: (317) 628-7446

Region 11 ABATE Family Campout
Date: June 8
Place: Shelby County
Info: (317) 262-8949

Northeast Indian Bike Pulls
Date: June 14
Place: Mizpah Horse Shrine Grounds
Info: (219) 636-2077

Poker Run & Hog Roast
Date: June 14
Place: Lions Club Covered Bridge Fest., Matthews
Info: Region 3 ABATE (317) 628-7446

Gals, Pals & Jowls
Date: June 14
Place: Top of the World Sports Camp
Info: Region 6 ABATE (812) 829-4271

Miracle Ride, Riley Children's Hospital
Date: June 15
Place: Indianapolis
Info: (800) 23-ABATE

Pary Lite Jam, Region 1 ABATE
Date: June 21
Place: Akron
Info: (219) 848-5192

15 th Annual Spring Poker Run
Date: June 21-22
Place: Aurora
Info: (513) 661-6080

Starved Rock Run & Camp
Date: June 21-23
Place: Peru
Info: Brothers of the Third Wheel, (815) 223-6933

Bike Show
Date: June 22
Place: Jasper/Newton Counties.
Info: Region 2 ABATE (219) 322-6298

June Bug Jam, Region 9 ABATE
Date: June 22
Place: New Amsterdam Road Central
Info: (812) 283-4293

Road Kill Party
Date: June 22
Place: Hamilton/Madison/ Boone Co.
Info: Reg. 11 ABATE (317) 262-8949

Covered Bridge Poker Run
Date: June 22
Place: Mansfield
Info: Reg. 12 ABATE (812) 696-2871

Piggin' Out Picnic
Date: June 28
Place: Linton
Info: Region 6 ABATE (812) 829-4271

Region 2 ABATE Summer Madness
Date: June 30
Place: Illiana Speedway, Schererville
Info: (219) 322-6298

IOWA
Popcorn City Cycle Circus/Bike Show
Date: June 8
Place: Fairgrounds in Vinton
Info: (319) 366-3663

KANSAS
Ride for Ronald McDonald House
Date: June 30
Place: 247 E. 47th South, Wichita
Info: (316) 265-7043

KENTUCKY
Hells Neck Boogie
Date: May 31-June 2
Info: KMA/KBA (502) 969-8783

Hogfest '96 KMA
Date: June 29
Place: Thunderbowl Speedway, Glencoe
Info: (606) 261-WAGG

LOUISIANA
Easyriders 25th Anniversary Party
Date: June 15, 1-6 p.m.
Place: *Easyriders* of New Orleans
Info: (504) 887-6968

MARYLAND
Cumberland Party
Date: June 7-8
Place: Allegany County Fairgrounds
ABATE Info: (410) 263-9185

AMA ProAm Flattrack & Vintage Races
Date: June 9
Place: Allegany County Fairgrounds
Info: (410) 263-9185

Easyriders 25th Anniversary Party
Date: June 14-16
Place: Capitol *Easyriders*, Gaithersburg
Info: (301) 670-4644

11th Annual Pig Out, Bike Show
Date: June 15
Place: Patuxent River Park, Croom
Info: (301) 932-2383

MASSACHUSETTS
2nd Annual Blessing of the Bikes
Date: May 18
Place: Trinity Church, Weymouth
Info: (617) 848-7500

MICHIGAN
Helmet Protest Run
Date: June 5
Place: State Capitol in Lansing
Info: (517) 288-5616

D-Day State Helmet Protest
Date: June 6
Place: Lansing
Info: (313) 421-4367

Easyriders of Detroit Grand Opening Celebration
Date: June 15-16, noon-dusk
Info: (810) 783-7300

Evergreen Park Benefit
Date: June 14-16
Place: 9 miles north of M-46, on M-53
Info: ABATE Reg. 7 (517) 673-4743

MINNESOTA
Woodtick Races
Date: June 8
Place: Cyuna
Info: (218) 546-5313

MISSOURI
Spring Fling
Date: June 14-16
Place: Rolling Thunder Campground, Humphreys
Info: (816) 673-6395

Easyriders 25th Anniversary Party
Date: June 15, noon - 6 p.m.
Place: *Easyriders* of the Ozarks, Springfield
Info: (417) 883-6006

Easyriders 25th Anniversary Party
Date: June 29, noon - 5 p.m.
Place: *Easyriders* of St. Louis
Info: (314) 230-6400

MONTANA
11th Annual Lewistown Rally
Date: June 14-16
Place: Lewistown Fairgrounds
Info: ABATE (406) 538-7831

NEVADA
Second Brotherhood MC Poker Run
Date: June 9
Info: (702) 323-4505 or (702) 858-6909

Easyriders 25th Anniversary Party
Date: June 15, noon-dusk
Place: *Easyriders* of Las Vegas
Info: (702) 368-7808

Easyriders 25th Anniversary Party
Date: June 15, 1 p.m.-5 p.m.
Place: *Easyriders* of Reno
Info: (702) 322-2250

NEW HAMPSHIRE
73rd Annual Laconia Bike Week
Date: June 9-16
Info: (603) 366-2000

Laconia Ink Bash '96
Date: June 10 -16
Place: Main Street, Laconia.
Info: Bill Dedmon (704) 932-1872

NEW MEXICO
Four Corners Food Drive/Run
Date: June 22
Place: Shriners' Park, Farmington
Info: Ernie (505) 632-0303; Freda (505) 334-0828

ABATE of N.M. MDA Run
Date: June 22-23
Info: (505) 865-5455

NEW YORK
Poker Run for MDA
Date: June 23
Place: Lombardi H-D, Staten Is.
Info: (718) 761-8087

NORTH CAROLINA
Easyriders 25th Anniversary Party
Date: June 15, 9 a.m.- 5 p.m.
Place: *Easyriders* of Fayetteville
Info: (910) 864-8811

OHIO
Easyriders 25th Anniversary Party
Date: June 15, 10 a.m.- 8 p.m.
Place: *Easyriders* of Cleveland
Info: (216) 241-7800

Easyriders 25th Anniversary Party
Date: June 15, 10 a.m.- dusk
Place: *Easyriders* of Columbus
Info: (614) 224-9400

PENNSYLVANIA
Confederate Railroad Concert
Date: June 29
Place: Mountain Springs Resort, Shartlesville
Info: (610) 932-5514

TENNESSEE
Easyriders 25th Anniversary Party
Date: June 15, 9 a.m.- 6 p.m.
Place: *Easyriders* of Memphis
Info: (901) 767-7433

TEXAS
Easyriders 25th Anniversary Party
Date: June 15, 9 a.m.- 8 p.m.
Place: *Easyriders* of Austin
Info: (512) 832-8022

UTAH
June Jam
Date: June 14-16
Place: Echo Reservoir, Coalville
Info: (801) 773-5134

VIRGINIA
Leesburg Rescue Squad Run
Date: June 23
Place: Payne's Biker Cafe
Info: (703) 242-3575

WISCONSIN
10th Annual Summer Party
Date: June 15
Place: Milton VFW
Info: (414) 248-8238

Nat'l Victory & Appreciation Rally
Date: June: 29
Place: Madison
Info: Tony "Pan" (414) 223-4800

CANADA
Easyriders 25th Anniversary Party
Date: June 29, 10 a.m.- 6 p.m.
Place: *Easyriders* of Ontario
Info: (519) 650-EASY

BELGIUM
American Lifestyle Party
Date: June 15-16
Place: American LIfestyle, Vlassenhout 3-5 Industrial Zone, Dendermonde, Belgium

ALL-HARLEY DRAGS
For listings, features, and info look for our new performance magazine, *Quick Throttle*, on newsstands now.
AMRA: (708) 250-0838
ECRA: (609) 652-1159
AHDRA: (919) 229-4877

EASYRIDERS EVENTS:

EASYRIDERS MOTORCYCLE RODEO
Date: June 28, 29, 30
Place: Wilson County Fairgrounds
Wilson, North Carolina
Info: (818) 597-2686

EASYRIDERS MOTORCYCLE RODEO
Date: July 5-7
Place: Orange County Fairgrounds
Middletown, New York
Info: (818) 597-2686

To have events listed, get the info to us at least 3 months in advance. We're as accurate as possible, but event dates are often changed after publication—so check with the sponsors before you ride across the state or country. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000; fax: (818) 889-5214

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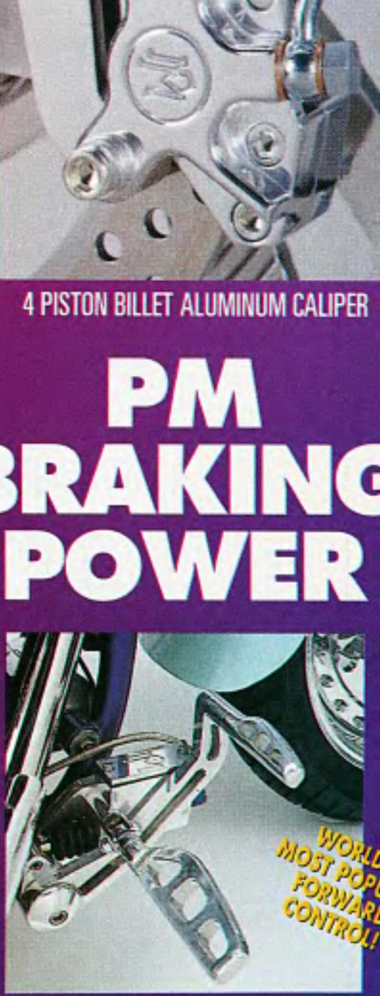

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LIGHT YEARS IN THE MAKING

PUSHING THE FRONTIER

It happened July 20, 1969, and no one who was around then will ever forget it. The words echoed down from a quarter million miles away: "Houston, Tranquillity Base here. The Eagle has landed." Neil Armstrong and Edwin "Buzz" Aldrin had just settled down on the moon's cratered surface, the triumphant result of $25 billion plus a deep draft of American ingenuity.

But what, your quick mind queries, does NASA engineering have to do with mere two-wheeled technology? Plenty, in fact. Consider that when Randy Smith founded Custom Cycle Engineering (CCE) almost 30 years ago, he was also toiling hard in the aerospace industry. Not only did he work on the descent engines that lowered the lunar module onto the moon, he also contributed his engineering expertise to the Ranger and Mariner space exploration programs as well as the Saturn 5 and Titan II missiles. →

Quite the resume, in other words. So when Randy starts discoursing on the technical advantages of a springer versus a glide front end—"less stiction and practically no hysteresis"—it's immediately apparent that he knows what he's talking about.

Boldly going where no man has gone before, Randy and CCE vice president Rick Whitehead went on to uniquely customize the springer on this bike by adding dual disc brakes and lowering the fender. They lost more than 50 pounds in overall weight by using an aluminum frame from Wildcat.

Then Team-CCE developed a shaving process that trimmed out the spokes, giving the factory-issue alloy wheels a completely new look.

"We wanted to run the biggest piece of rubber we could on a stock setup," Rick says. To accomplish that task CCE trimmed 3/8-inch off the rear pulley and added a narrowed Sportster belt.

The truth is you really can't look anywhere on this motorcycle without finding CCE innovations. The flush-mounted gas cap, for instance, as well as any of the finned items like the inspection cover, rocker cover and →

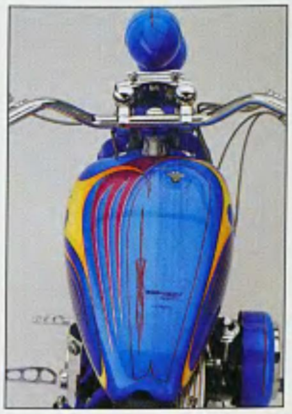
points cover. Another engineering breakthrough that CCE pioneered involves locating the ignition within the coil cover, eliminating electrical wires coming off the bars.

"Function and ridability are the keys to our designs," Rick says. And, as always, engineering comes first.

"Once you fire off a missile you don't want something breaking," Randy says. "We take the exact same view with how we build our products."

Rocket science meets Milwaukee iron. The planet will never be the same.

—*Southern Connection*



Owner: Custom Cycle Engineering
City: Oceanside, California

General
Fabrication: Famart Welding
Year and make: 1993 H-D
Model: FXSTS
Value: $45,000
Assembly: Mike's Performance
Chroming: Orange County Plating

Engine
Year and model: 1993 Evo
Rebuilder: Mike's Performance
Ignition: Dyna
Displacement: 80 cubic inches
Pistons: H-D
Cases: stock
Heads: Dave Mackie
Cam: EZ Leineweber
Carb(s): SU Rivera
Pipes: porcelain coated
Modifications: JIMS lifters

Transmission
Year: 1993
Modifications: P.M. forward controls wheel spokes shaved, belt narrowed

Paint
Molding: Famart/Santini
Painter: Santini Paint
Color/type: Burple Fadeout/urethane
Special paint: graphics

Frame
Builder: Wildcat
Type: Softail
Modifications: 35-degree rake, cleaned and trimmed, Famart

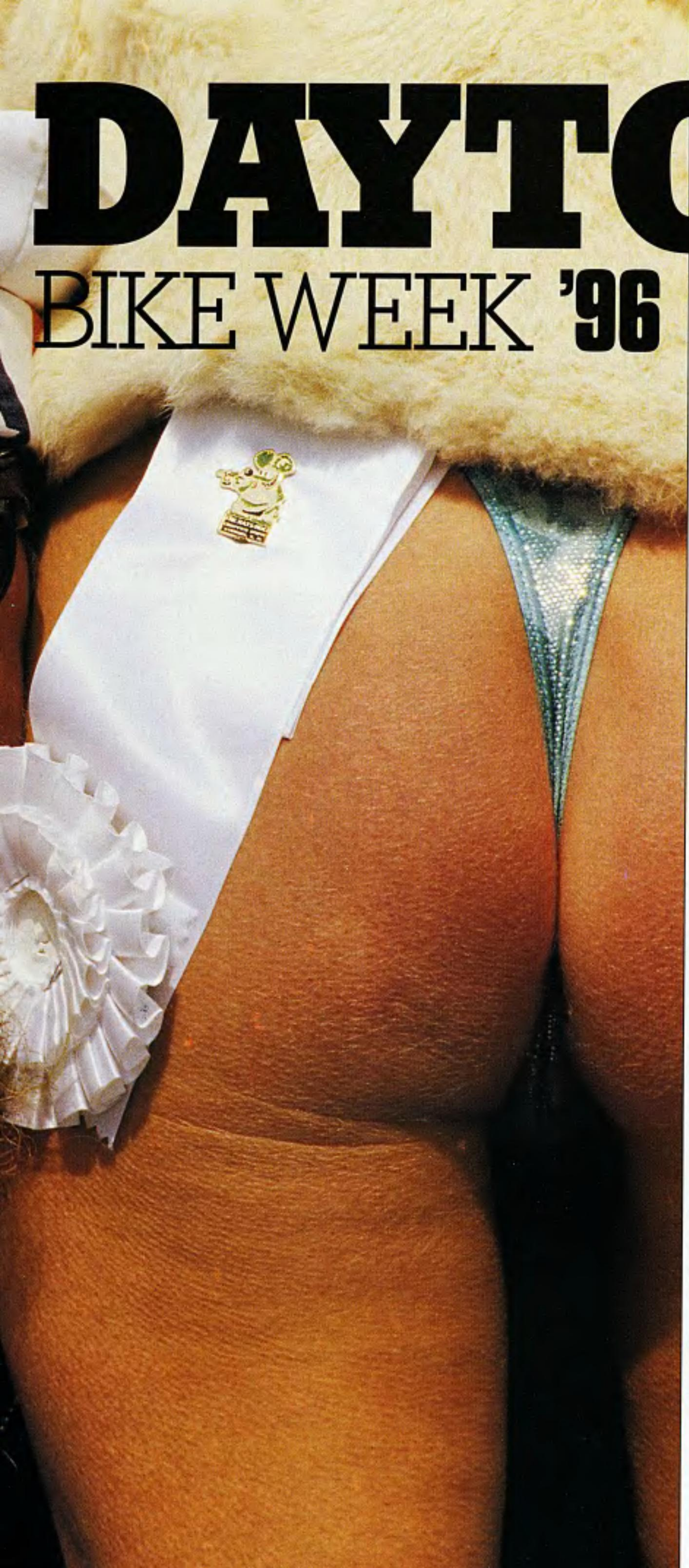
Accessories
Bars: Custom Cycle Speedster
Fender(s): Daytek rear
Headlight: Headwinds
Taillight: Famart/Santini
Speedo: none
Pegs: Performance Machine
Electrics: Mike's Performance
Gas tank: D&D Metals/Custom Cycle
Oil tank: modified/Famart
Seat: Stitch Craft
Mirrors: Custom Cycle Engineering
Grips: Billet Tech

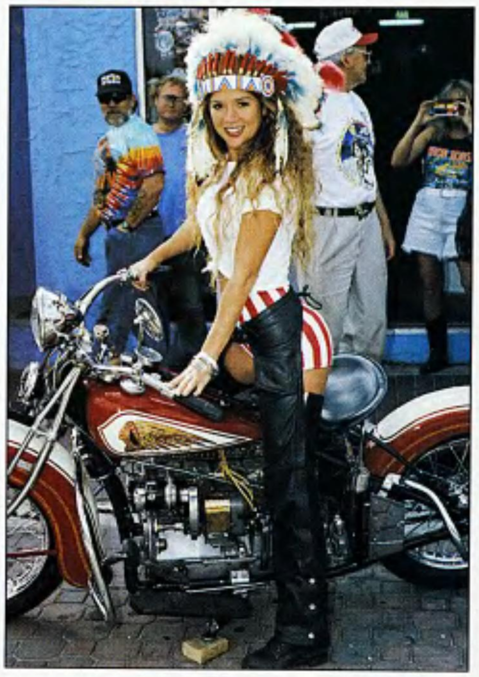
Forks
Type: H-D Springer
Modifications: dual disc brakes, lowered fender

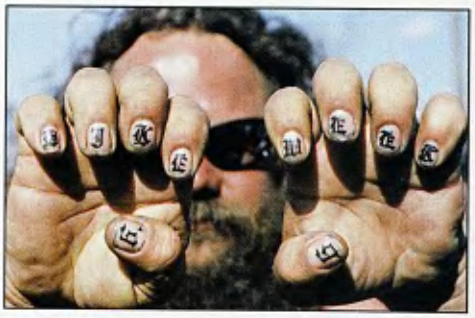
Wheels
Front
Type: H-D cast, 9-spoke
Size: 19-inch
Tire: Avon
Brake: Performance Machine
Rear
Type: H-D cast, 9-spoke
Size: 16-inch
Tire: Avon
Brake: Performance Machine

Photos: John Wycoff

DAYTONA
BIKE WEEK '96

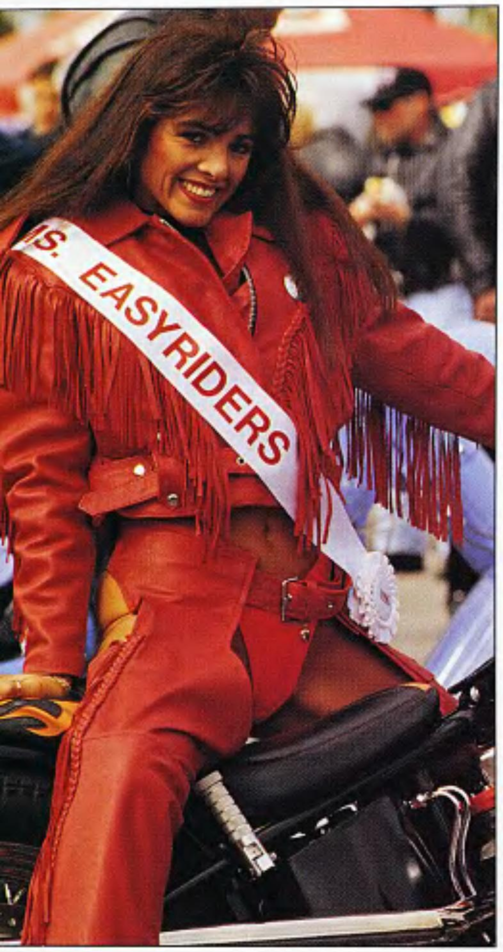


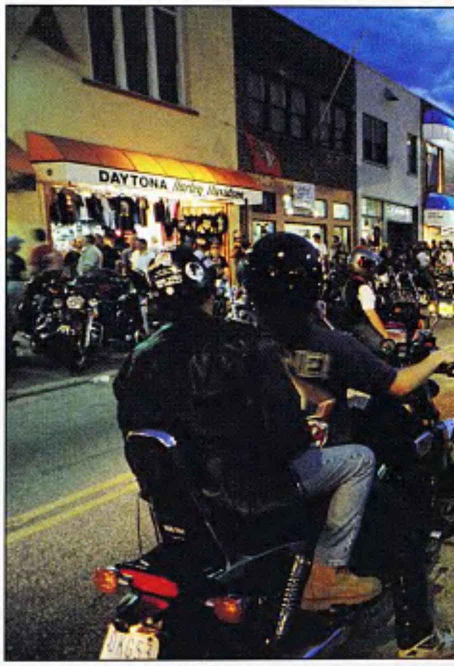


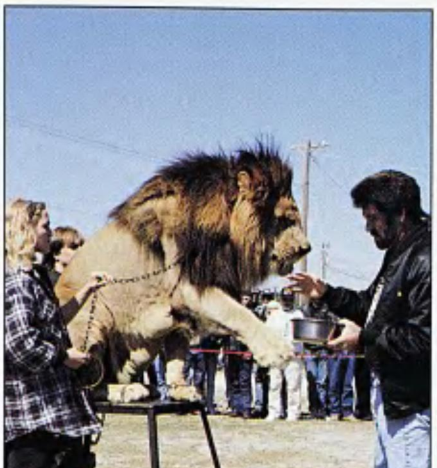


BEACH BLOWOUT IS A BLAST

Whew! What a week. Covering Bike Week in Daytona Beach is like trying to do Disney World in a day. Everywhere you go there's a party; if there isn't, just hang out, because one will be comin' along soon. Whether it's watching the burnout competition at the Iron Horse Saloon, partaking of the pig roast at Smiley's Tap, or just hanging on Main Street, watching the babes and bikes strut their stuff, you're never at a loss for something exciting to do. What you *are* at a loss for is enough time to do it all. This year's Bike Week—number 55 for the numerically inclined—was an exercise in more is not enough. While much of the action still takes place in downtown Daytona Beach, many of the hosts of →



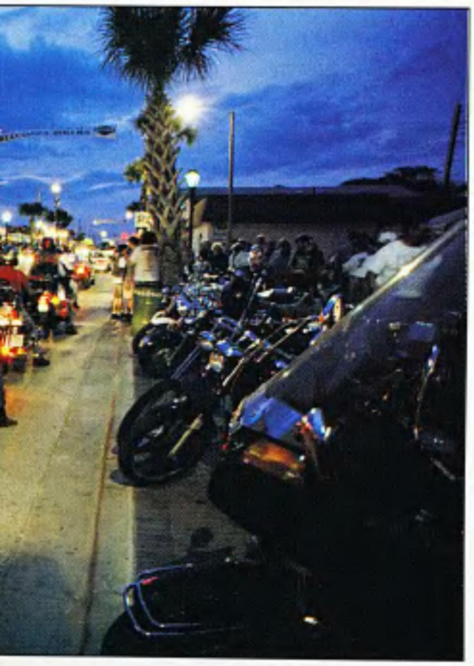


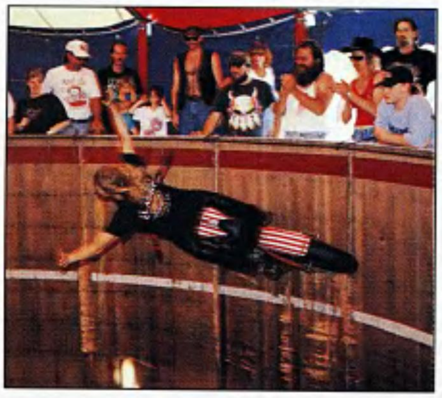


Bike Week activities have moved out into the nearby cities of Ormond Beach, Port Orange, and New Smyrna Beach.

Bike Week is a nonstop party, and there's plenty of fun to be had. Did I say fun? What I meant to say was f-u-u-u-n! With so much partyin' going on, we had to remind ourselves that there was some serious racing action to be found on race tracks all over the area. Aside from the 883 class dicing for bragging rights at the Daytona International Speedway, there was AHDRA drag racing at the Speed World Dragstrip in nearby Bithlo, sand drags at the Volusia County Fairgrounds, and a motorcycle demolition derby at the New Smyrna Speedway. We didn't get to see that, but we heard no Harleys were injured or mistreated during the performance. Pity for the other guys, huh? If you ever get the chance to see the ANUS racing madmen and their machines, don't miss it. They're wild! And while we didn't pay much attention to the other-brand racing going on at Daytona International Speedway, the local paper tickled our funny bone each morning with a pic or two of some hapless offshore bike rider who couldn't decide whether to ride his bike or slide down the track alongside it.

This year's Bike Week was a combination of extremes and excesses—extreme nonstop partying madness and excessively well-built Hogs and hardbellies! When we got off the plane for our first

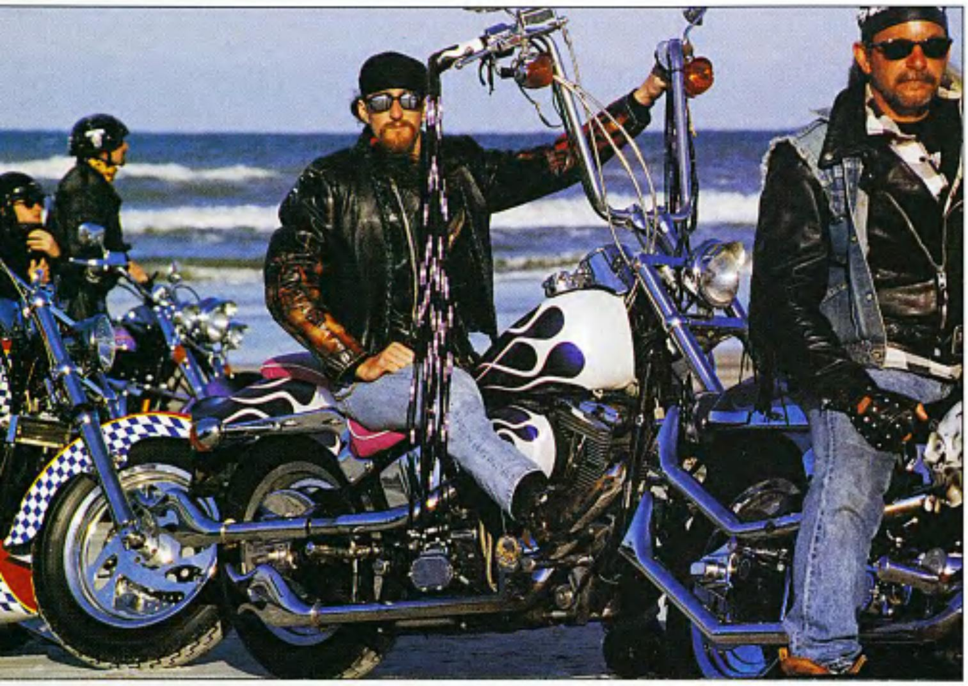




weekend in Daytona, there was an annoying drizzle in the air that lasted, off and on, until Saturday night, but by Sunday the skies were clear and the temps were just right. That is, at least until Friday. By then all bets were off and the local weathermen, who had been predicting rain as early as Wednesday, had to concede that for all their prognostication, the forecast was just a crapshoot. By Friday night a chill hung over Daytona that put a serious damper on finding bare-breasted maidens willing to be immortalized on our pages, but we had a lot of fun looking. The Doobie Brothers fired up a chilly crowd at the baseball stadium, but many of the biker faithful sought entertainment indoors. Thanks to all the wet T-shirt contestants at Finky's and the dancers at the Shark Lounge who kept some important parts of my own anatomy warm. I meant my eyes, you perverts!

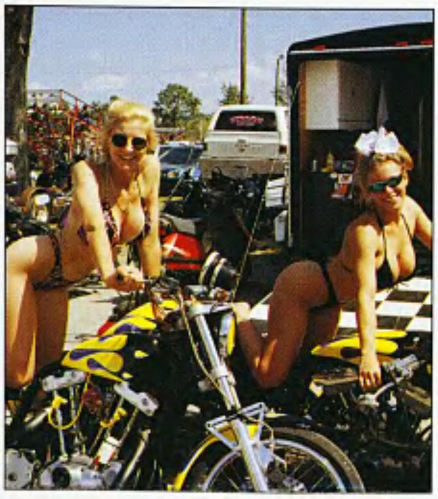
Saturday found us at the Ocean Center North lot checking out the entrants in the Rat's Hole Custom Bike Show. Wow! I wouldn't have wanted to be a judge. Gorgeous scoots and lots of 'em. By noon the temperature had managed to climb only to a frosty 41 degrees, and the wind whipped up to make it feel even colder. Some of our northern brothers and sisters were heard to say that it was still better than the snow they'd left behind. That night only the hardiest of souls were out at the Main Street Pier hootin' and hollerin' for their pick for Miss Bike Week '96. The five contestants were winners of competitions held at area hot-spots throughout the week. After that, we watched as the highest tide in a long time washed a few unlucky rental cars out to sea. Damn tourists!

By Sunday the rain was falling horizontally, and the near gale force winds kept most of those who hadn't already gone home inside their hotel rooms looking for other diversions. But a few hundred of the faithful made it over to the Bellair Plaza for the H-D parade finale. The storm cooperated by slowing down to a mild drizzle, just in time for us to watch Willie G. and outgoing Chief of Police Paul Crowe lead the →



pack over the bridge and into the Speedway. But the Daytona 200 had to be postponed anyway. Many thanks and good luck to Chief Crowe, who has helped to resuscitate Bike Week and change the locals' attitude toward the mass influx of bikers every year—not to mention the reduction in confrontations between bikers and cops during the festivities. The cops we came in contact with were polite, helpful, and actually seemed to be enjoying themselves. Go figure.

Now for the numbers. With attendance estimates zooming up and down all week, by Sunday the final tally was said to be between 300,000-400,000 motorcyclists. Five bikers lost their lives



in motorcycle-related crashes, and more than 60 motorcycles, mostly Harleys, were stolen throughout the area. About 12 of them were recovered, though. In one case a Harley was stolen from a police-run parking lot where the thief had to ride it right past a uniformed officer. I couldn't help but notice that all the motor cops ride Harleys. You don't think ... nah, couldn't be. On the positive side, bikers pumped more than $250 million into the local economy, and there were very few violent incidents. Police say the majority of arrests were for drunk and disorderly conduct. Well, whaddaya expect from a party that lasts 10 days? See ya next year!

—Slick Rick

Photos: Mike Lichter, Pat Randle, Rick Diaz

1996 DAYTONA BIKE WEEK H-D RIDE-IN SHOW RESULTS

WEDNESDAY 3/5/96

Antique Class:
1903-1976, all models
1. H-D of Miami, Miami, Fla.
2. Charlie Peet, Ft. Lauderdale, Fla.
3. H-D of Miami, Miami, Fla.
4. Dick Briggs, Saratoga, N.Y.

Sidecar Class:
all H-D models
1. Hoss, Orange, Va.
2. Tom Martin, Nashville, Tenn.
3. Scott Lounsbury, Palmyra, Va.

Custom Trikes Class:
any H-D engine
1. Rose Bonanza, Carolina Beach, N.C.
2. Elizabeth Hansen, Omaha, Neb.
3. Leo Albert, Portland, Maine
4. Barney Boyhan, Palm Coast, Fla.

Radical Sportster Class:
XL series with modified frames
1. Cathy McClave, Graham, N.C.
2. Charles Joscher, Jamaica, N.Y.

Pro Sportster Class:
XL series with stock or modified frames
1. Larry Page, Crozier, Va.

Buell Class:
1. Jan Noyes, Wilmington, N.C.
2. Court Canfield, Topeka, Kan.
3. David Borri, Maplewood, Minn.

THURSDAY 3/7/96

Street Custom Big Twin Rigid Mount Class:
FL/FX rigid mount frames
1. Harry Hersey, W. Palm Beach, Fla.
2. Rick Manetta, Whitestone, N.Y.
3. Dave Caldwell, Nashville, Tenn.
4. Robert Perez, Bayside, N.Y.
5. Ed Bornstein, Blue Bell, Pa.
6. AL Bruno, Parkland, Fla.

Street Custom Big Twin Rubbermount Class:
FL/FX rubbermount frames
1. Tim Witmore, Gambrills, Md.
2. Chuck Marsula, Casselberry, Fla.
3. Mike Nistazos, Whitestone, N.Y.
4. Joe Donnellan, Severn, Md.

Radical Custom Big Twin Class:
FL/FX with modified frames
1. Tommy Helton, Anniston, Ala.
2. Jerry Greenberg, Montreal, Que.
3. J.L. French, Long Beach, Miss.
4. Larry Steele, Micalla, Ala.

Sport Touring Class:
FLHS, FLST, FXRT sport models with touring gear
1. Frank Ricciardelli, Monmouth Beach, N.J.
2. Hal Orr, Deerfield Beach, Fla.
3. Marv L., N. Miami Beach, Fla.

Pro Big Twin:
FL/FX stock or modified frames, rigid or rubbermounted
1. Bob Lowe, Springfield, Mo.
2. Mike Guidry, Church Point, La.
3. Cyril Huze, Boca Raton, Fla.
4. Cycle Concepts, Rudy Cortina and Billie Craker, Miami, Fla.
5. Don Tanner, Parkland, Fla.

Full Dresser Class:
FLT, FLH, FLHT touring models
1. Brian Kekoe, Bethesda, Md.
2. Rick Wauchter, Allison Park, Pa.
3. Scott Austin, Dalton, Ga.
4. John Danyscsik, Hollywood, Calif.

Street Custom Sportster Class:
XL series with stock frames
1. Don Caillier, Baton Rouge, La.
2. Mary Ann Morris, Belle River, Ont.
3. J. Rubert, Memphis, Tenn.
4. Pete Payovich, Lansing, Mich.

Ladies of Harley Big Twin Class
1. Debi Sauls, Alpharetta, Ga.
2. Darlene Marsula, Casselberry, Fla.
3. Angela Bailey, Mexia, Texas

Ladies of Harley Sportster Class
1. Carol Sher, Hatboro, Pa.
2. Xionne-Pellarin Forbes, Pt. Perry, Ont.
3. Marge Sultan, Boca Raton, Fla.
4. Jerri Grindle, San Francisco, Calif.

1996 DAYTONA BIKE WEEK RAT'S HOLE BIKE SHOW

750cc to 1000cc Class
1. Neal Sprull, Clarkston, Ga.
2. Mark Miller, Deerfield Beach, Fla.
3. Curtis Osborne, Hyden, Ky.
4. Eddie Federline, Jefferson, Md.

Sportster Stock Class
1. Carol Sher, Hatboro, Pa.
2. Sue Matthews, Burlington, N.J.
3. Jeff Morris, Boca Raton, Fla.
4. Don Caillier, Baton Rouge, La.

Sportster Radical Class
1. Darlene Bianculli, Ft. Lauderdale, Fla.
2. Jean Dudley, Cross Plains, Tenn.
3. Richard Gustafson, Orange, Conn.
4. Darvin Habenle, Cape Coral, Fla.

Over 1000cc Stock
1. Mike Mees, Honey Brook, Pa.
2. Ray Sickenger, Deerfield Beach, Fla.
3. Cole, Piketon, Ohio
4. Cyril Huze, Boca Raton, Fla.

Rat Class
1. Smitty, Flatlick, Ky.
2. Lawrence Finley, Piedmont, S.D.
3. William Boyle, Milton, Del.
4. Mr. Ted, London, Ky.

Over 1000cc Radical Class
1. Bob Lowe, Springfield, Mo.
2. Jay Brainard, Lewiston, N.Y.
3. Billie Craker & Rudy Cortina, Miami, Fla.
4. Ethier Michel, Mascouche, Que.

Full Dresser Class
1. Frank Ricciardelli, Monmouth Beach, N.J.
2. Hal Orr, Deerfield Beach, Fla.
3. Brian Kehoe, Bethesda, Md.
4. Rondey Wolford, Southfield, Mich.

Street Racer Class
1. Rick Finkler, Pompano Beach, Fla.
2. Bob Cashvell, Lake Park, Fla.
4. Bud Suffoletta

Cafe Class
1. Mike Corbin, Daytona Beach, Fla.
2. George Cnbinski, Lakewood, N.J.
3. Mike Corbin, Daytona Beach, Fla.
4. Chris Vinson

Most Unusual Class
1. Skip Hoagland, Hilton Head, N.C.
2. Monte, Reading, Pa.
3. Lamar Ard
4. Konrad Thiele, Lake Worth, Fla.

Sidecar Class
1. Sylvia Starbuck, Ponce Inlet, Fla.
2. Dan Thomas, Pompano Beach, Fla.
3. Peter Schadel, Randersacker, Germany
4. Sandi Shapiro, West Milton, Ohio

Antique Class
1. Bill Huykman, St. Louisville, Ohio
2. Larry Wood, Ponce Inlet, Fla.
3. Ron Prineler, Inverness, Fla.
4. Gerry Houck, Merritt Island, Fla.

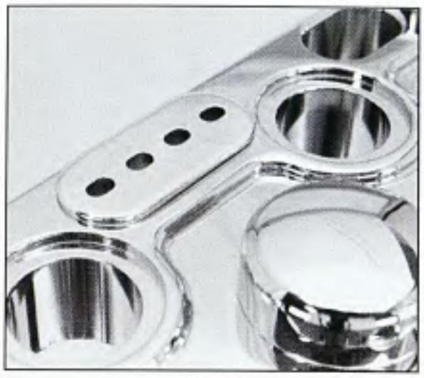
Trike Class (Cycle Engine)
1. Elizabeth Hansen, Omaha, Neb.
2. Darline Munson, Maryland, N.Y.
3. Leo Albert, Portland, Maine
4. Keith Fletcher, Akron, Ohio

Motor Show Essen Winners '96
1. Ray Gagnon, Mascouche, Que. 1985 H-D FXST, 98 cu. in.
2. Bob Lowe, Springfield, Mo. 1995 H-D Fat Boy, 80 cu. in.
3. James Hines, Daleville, Ala. 1995 Boss Hoss, 409 hp without nitrous; with nitrous, rated and tested at 501 hp

Note: These are the first of 25 bikes that will be taken to Essen Germany, December 1-8, 1996

PARTS BOX

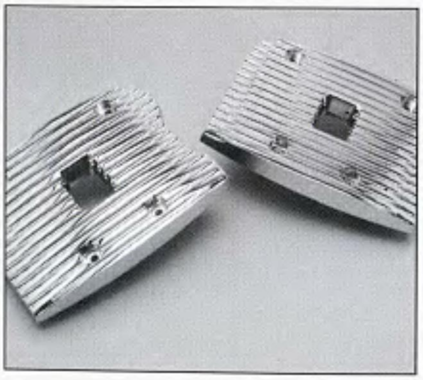
Starwest Controls
Nice stuff. These are machined billet aluminum and polished to a mirror finish. The shift and brake levers adjust to suit your height and leg reach. Features include long-wearing bronze bearing and nylon thrust washers. Foot control lever and foot peg are set out away from your bike. Braking unit has ¾-inch master cylinders pump up the stopping power. All mounting hardware (except brake line) is included. Matching pegs also available. For the scoop call Win Products at (805) 531-1000.



Idiot-Light Panel
Custom Cycle Engineering comes up with the most interesting shit. Here's their latest: an idiot-light panel that slips into the CCE upper tree. The panel encapsulates (heavy vocabulary) four customer-furnished, stock idiot lights. A polarizing plate is included for correct alignment of later dash lights (equipped with symbols). This eliminates the narrow-glide headlight visor, which houses the stock idiot-light set. Write Custom Cycle Engineering, Dept. ER, 1970 Peacock Blvd., Oceanside, CA 92056.

Ness-Tech Pulleys
A lot of new customs sport billet wheels set up so that the rear spinner is covered by a brake rotor on one side and the pulley on the other. A few guys are now making all the elements to match, and Eddie Trotta in Fla. does the best job of putting them together to create the cleanest look. Now Arlen Ness has designed a line of belt pulleys to match the wheels. They're CNC-machined from 6061-T6 aluminum on both sides for the highest custom look. They come chromed and are available in 70-, 65-, or 61-tooth.

Oil Mat
Ah, what technology has accomplished to save my ass. I have an antique in my living room. Fact is, it's so old it has a constant loss oil system. It wouldn't be there if it weren't for one of these mats. Lay this puppy under your bike and it absorbs oil, water, you name it, and won't let the gunk through to hit the carpet. And the damn things are cheap. Contact Jerry Magner at Servall Packing Ind., Dept. ER, 20550 S. Denker Ave., Torrance, CA 90501; (310) 533-5811.



Finned Rocker Box Covers
Here's an exciting new look for Evolutions. These units are made from the finest materials to provide a more leak-resistant installation. I don't know about you, but ease of installation is everything to me—I don't need any damn hang-ups. The billet is chrome plated after being hand polished, and they fit all Evo Big Twins from 1984 to present. For more stuff on these or any of the 12,200 other products Custom Chrome builds or distributes, call (800) 729-3332.

Nempco 1996 Catalog
Damn, the catalogs are getting larger and more complete every year. Check out some of the sharp frames Nempco is distributing in its new 750-page catalog. Pick up a catalog at your local dealer for $11.99 (add $5 postage and handling for direct shipment from Nempco). Not a bad price for a catalog that features more than 10,000 new parts and accessories. Nempco, P.O. Box 311, Guilderland Center, NY 12085.

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ACCEL SUPER COIL E-800 $59.95 KIT
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ACCEL BATTERY ELIMINATOR E 908 $16.95
REAR CHAIN GUARD E-783 $29.95
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S&S CYLINDERS E-924/5 $399.95 PER PAIR
EDELBROCK HEADS E-780 $959.95
S&S HEADS E-909 $919.95
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S&S TAPPET BLOCKS E-904 $99.95
ANDREWS & CRANE CAMS E-10/13 $112.95 & UP
OIL TEMP DIPSTICK E-784 $12.95
CHROME TAPPET BLOCKS FOR PANS & SHOVELS E-612 $94.95
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A FOG HOLLOW 4th OF JULY SPECIAL!
WIDE FRONT ENDS
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(Replaces Stock Length Late '77-'84 SHOWA Type Front Ends, BUT, Will Fit All B/T '49 & Up Using Banana Caliper.)
POLISHED LOWER LEGS...E-114...$489.
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(Direct Replacement For '80-'83 FXWG, BUT, Will Fit ANY B/T '49 & Up Using Stock '77-'83 Dual Disc Calipers.)
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CHROME LOWER LEGS...E-111...$589.
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POLISHED LOWER LEGS...E-112...$489.
CHROME LOWER LEGS...E-113...$589.
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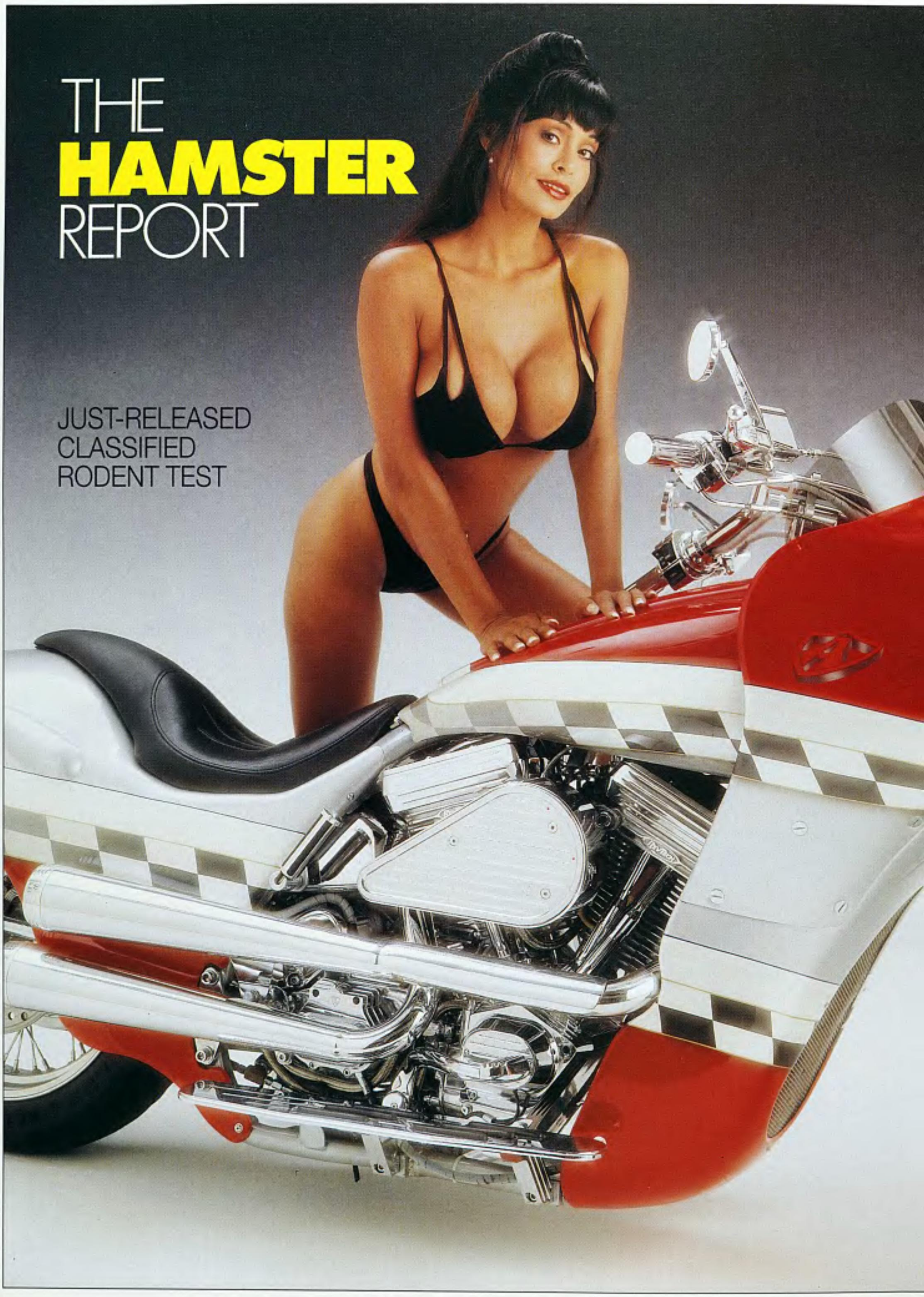
THE HAMSTER REPORT

JUST-RELEASED CLASSIFIED RODENT TEST



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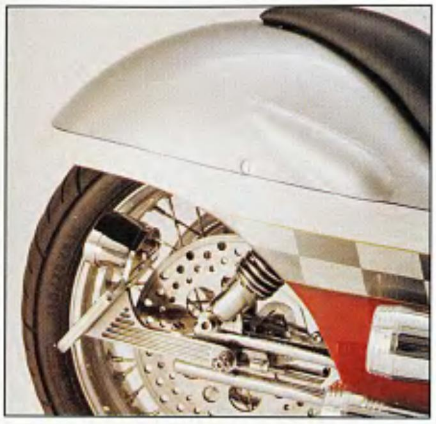
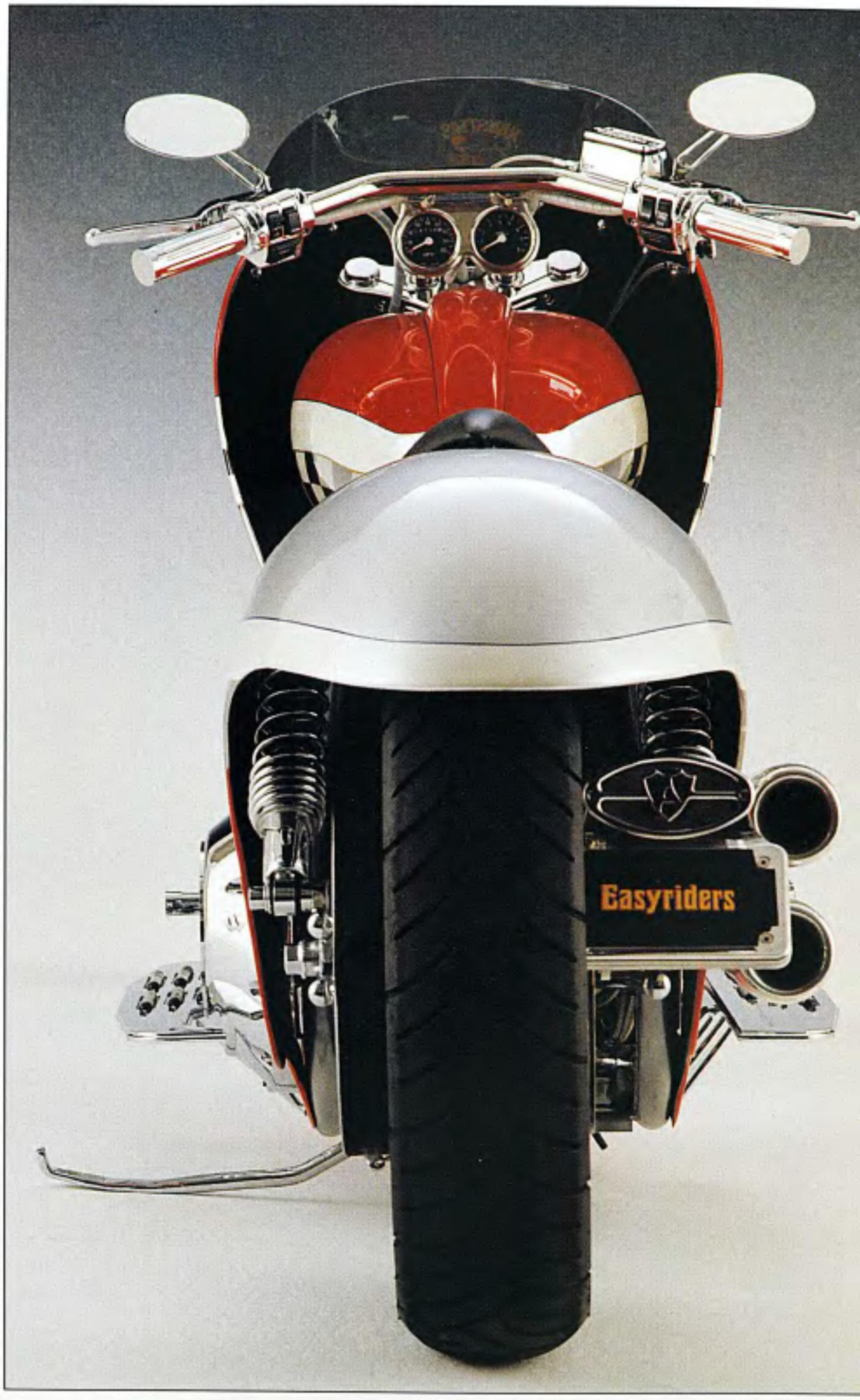




A Non-Formal Report on Transportation Construction and Behavior of the Western Coastal Hamster.

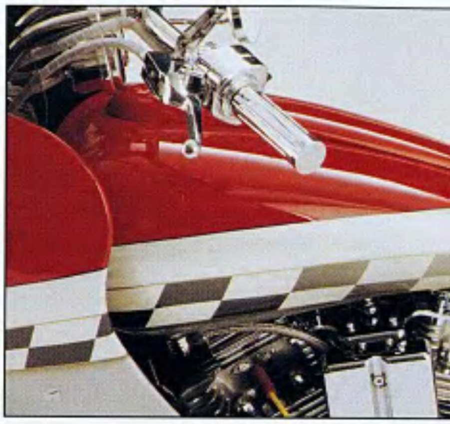
Have you ever asked the question, "What do we really know about the Hamsters?" Well, we here at the Institute of Chopper Technology have. In our studies we found that all other research has yielded little more than inconclusive data and false assumptions.

We do know that the Hamsters wear yellow T-shirts, eat fine food, and drive fine machinery. This, however, is not enough to file a report. So we captured, tagged, and set free a Hamster and monitored the specimen, one Arnie Araujo. The results are somewhat shocking and are not what we had expected.

Our subject, Arnie, is a sales manager at a Ford dealership, a genuine nice guy, and a good friend of fellow Hamster, Arlen Ness. Arnie has been riding motorcycles for 20 years and had nine bikes prior to the current one pictured here.

The bike started out as a stock '89 FXR. In what sounds somewhat familiar, Arnie started the project by purchasing a set of footboards. Seems he always wanted a set and he didn't think they would look proper on the bike he was riding at the time. Interesting.

Upon further examination, we learned that Arnie told Arlen Ness what he wanted. Arlen had Carl Brouharo draw up some sketches and fax them to Arnie. Arnie in turn took notes, made →



changes, discussed the ideas with his co-workers, and faxed back the revisions. This routine happened many times before a final formula was decided upon.

Arnie wanted something different, and being a Hamster made coming up with an original concept challenging since fresh designs pop up faster than fresh nubs in the cool rain.

After deciding on a format, the fur flew. Bob Monroe, who works for Arlen Ness, hand formed the fairing. It's a prototype and can now be bought from Arlen Ness.

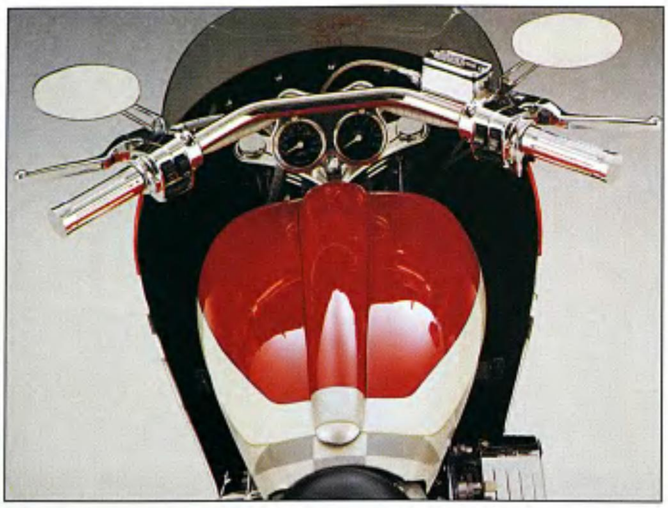
The frame was stretched and raked, and the seat was lowered to blend with the lines of the Team Ness rear fender. Bob Monroe also stretched the gas tank and fabricated the exhaust pipes. Arnie put the bike together and rode it a year in bare metal form until he was satisfied. Then he had it painted by Rich Gormon and Carl Brouharo (who did all the graphic work).

Since then, Arnie has migrated long distances, riding to Sturgis, Vegas, Laughlin, the Redwoods, and Reno.

Our research team has reached the conclusion that Hamsters have equally eccentric habits in building, designing and riding motorcycles as bikers have throughout history.

Lastly, the researchers would like to thank our field scientist, beautiful, full-bodied Torri, for work on this program and for the alluring visual presentation.

—Professor Flynch



Owner: Arnie Araujo
City: Fremont, California

General
Fabrication: owner
Year and make: 1989 H-D
Model: FXR
Value: can be bought for $40-G
Assembly: Arnie and Arlen
Chroming: High Lustre

Engine
Year and model: 1989 Evo
Rebuilder: Jeff Border
Ignition: RevTech
Displacement: 89 cubic inches
Lower end: S&S
Pistons: Hannon
Cases: H-D
Heads: RevTech
Cam: Carl's Speed Shop
Carb: S&S Super E
Pipes: the Mun
Modifications: polished

Transmission
Year: 1989
Modifications: Ness top

Paint
Molding: Rich Gomon
Painter: Rich Gomon
Color/type:: red, white, silver, black
Special paint: graphics by Carl Brouharo

Frame
Builder: the Mun
Type: FXR
Modifications: 38-degree rake, 4-inch stretch

Accessories
Bars: Ness
Fenders: front: Ness; rear: aluminum, Mun
Headlight: Far East brand
Taillight: Ness
Speedo: Ness
Pegs: footboards, Slave
Electrics: 12-volt
Gas tank: stretched, the Mun
Oil tank: H-D
Seat: Danny Gray
Mirrors: Ness
Grips: Ness

Forks
Type: mid glide
Builder: Ness
Modifications: 2 inches under, chromed

Wheels

Front
Type: Akront alloy
Size: 18-inch
Tire: Metzeler
Brake: RevTech

Rear
Type: Akront alloy
Size: 18-inch
Tire: Metzeler
Brake: RevTech
Photos: Raiko Hartman

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1995 EASYRIDERS/JDF SWEEPSTAKES BIKE WINNER

BUCKEYE BADGE WINS HOG HE CAN CALL HIS OWN

L to R: Dena Beseca of C&A Harley-Davidson in Plain City, Ohio; lucky winner Hubert Midkiff; Jim Carr of the JDF; and *Easyriders* publisher J.T.

In the past year, *Easyriders* has raised more than $100,000 for the Juvenile Diabetes Foundation (JDF) through the *Easyriders*/JDF Sweepstakes, which gave participants a chance to win their pick of six one-of-a-kind custom scooters. The bikes were built especially for the Sweepstakes and were generously donated by their respective master builders: Harley-Davidson (who deserves special mention for also being the *Easyriders*/JDF Sweepstakes' leading donator!), White Bros., Paughco, Custom Chrome, Pat Kennedy, and Kenny Boyce. Over the past year, the bikes have been displayed at *Easyriders* Bike Shows and Rodeos nationwide. And although this year there's a whole new slew of custom-built *Easyriders*/JDF bikes on display at our current Shows and Rodeos, which will be covered in upcoming issues, it's time to announce last year's lucky winner!

The good news is that the *Easyriders*/JDF Sweepstakes raised a ton of money to help fight diabetes—a disease that likes to prey on innocent, young kids before they get a chance to see a healthy prime. The other good news is that unless your name is Hubert Midkiff and you hang your hat somewhere in Franklin County, Ohio, you may not have won your pick of the Sweepstakes scooters, but you did earn the satisfaction of knowing you ponied up for a righteous cause.

Hubert earned his shot at winning a free bike when he forked over that crumpled five-spot at the Hilliard, Ohio, *Easyriders* Rodeo. Hubert, a Special Deputy (part-time cop) for Franklin County's Sheriff Department, was working his volunteer shift at the Rodeo (Franklin County Fairground) when he decided to donate five bucks to the *Easyriders*/JDF Sweepstakes. Thinking back, he said, "I really wasn't thinking about winning anything. I just wanted to help a good cause."

After Hubert tossed the fin in the kitty, he started giving his cop buddies a bad time, saying, "You boys might as well not put your money in 'cuz I'm gonna win this thing." The reverse psychology worked and before long the other Deputies were shelling out scratch for a good cause as well—not to mention a chance to win their pick of the litter. Hubert also recalls that the bro hawkin' tickets ribbed him by

Donnie Smith built this Softail for Drag Specialties.

Performance Sportster built by White Bros.

saying, "There's no way you're gonna win this ... you're a cop." Hubert jokingly responded, "When I do win this, I'm gonna get my picture taken on it in uniform." 'Course, once Hubert learned he was the proud owner of his very first Hog, the idea of donning his official duds for the photo shoot somehow lost its appeal—the scooter jockey buried down deep was already getting the best of him.

For those of us who were at the *Easyriders* Rodeo Grand Nationals in Costa Mesa, California, at the time Hubert's name was drawn, we got →

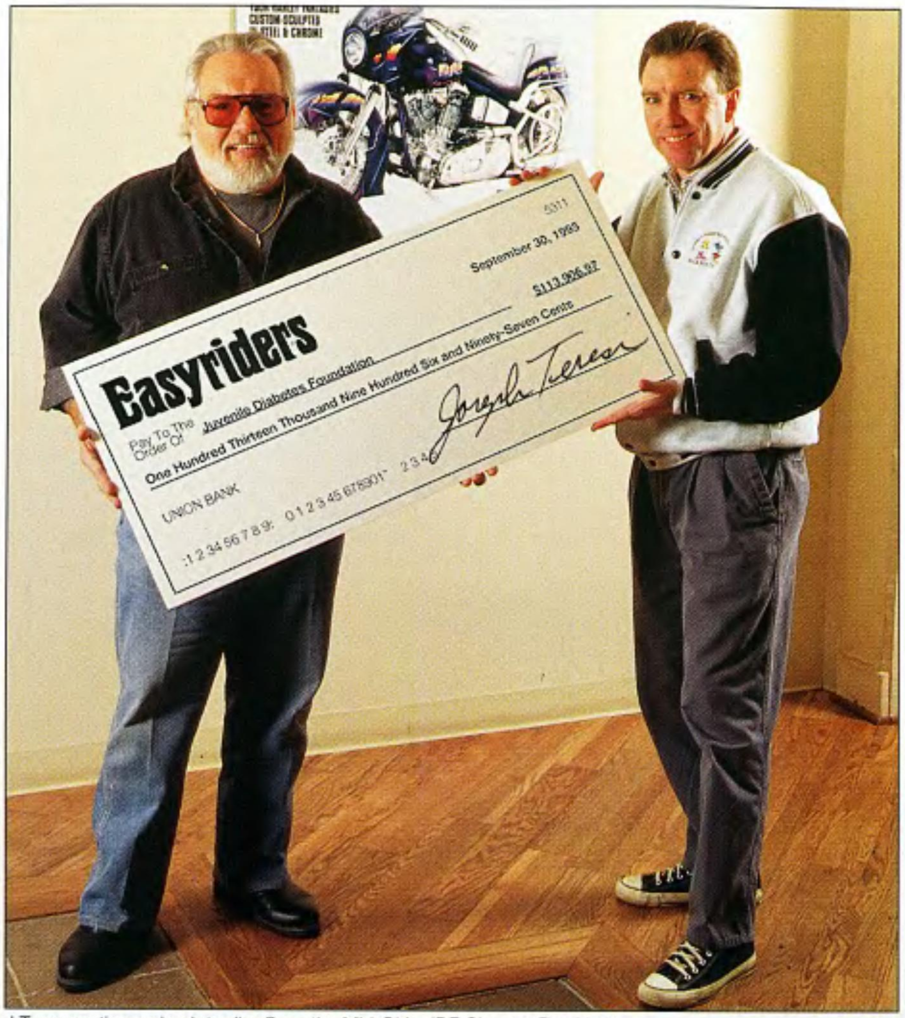
to see Bandit call (via cell phone) the lucky Mr. Midkiff. What we couldn't see was Hubert's reaction. Hubert says the first thing he thought was that somebody was playing a prank on him. But, in true-blue cop-training form, he immediately checked the caller I.D. on his phone's "caller I.D. box" and realized the caller had an out-of-state area code. So, he figured if it was in fact a prank, at least it was an expensive one.

Meanwhile, back in California on the other end of the phone, Bandit—while trying to keep the attention of the Rodeo-goers—was asking Hubert which of the six scooters he wanted parked in his pad: Either a custom ride built by Pat Kennedy, White Brothers, Paughco, Custom Chrome, Kenny Boyce, or a new Harley-Davidson Road King. The mind-blown Columbo asked Bandit to repeat his options before finally deciding, "The Road King sounds about right."

Hubert later explained that of the six choices, the Road King was a name that he recognized as a model that reminded him of a true Hog. Nothing wrong with that. Natch, though, there was a sudden, diverse and uproarious reaction from the Rodeo arena in Costa Mesa—no two bros are ever gonna arrive at exactly the same opinion when it comes to parking your butt on a brand-new putt. As far as Hubert's concerned—all the warm-fuzzies of kicking down donations aside (see next page)—he's as content as a pig in a trough to have a Hog he can call his own. And if you're wondering if those donation ducats ever come back, just ask a cop named Hubert how he bagged his first bagger.

—Clay Dog

In addition to the bikes you see here, Harley-Davidson has customized a touring model. Watch for features in upcoming issues.



J.T. presenting a check to Jim Carr, the Mid-Ohio JDF Chapter President.

Paughco added a classic touch with this Shovelhead.

Myron Larabee and his wife Cindy of *ER* Scottsdale donated this FXR.

One of the hot line of Custom Chrome, Inc.'s customs.

Photos: Scott Cunningham, Michael Lichter

WIN THE BIKE OF YOUR DREAMS!

AND HELP FIND A CURE FOR DIABETES!

Drag Specialties

Custom Chrome

Easyriders of Scottsdale

Paughco

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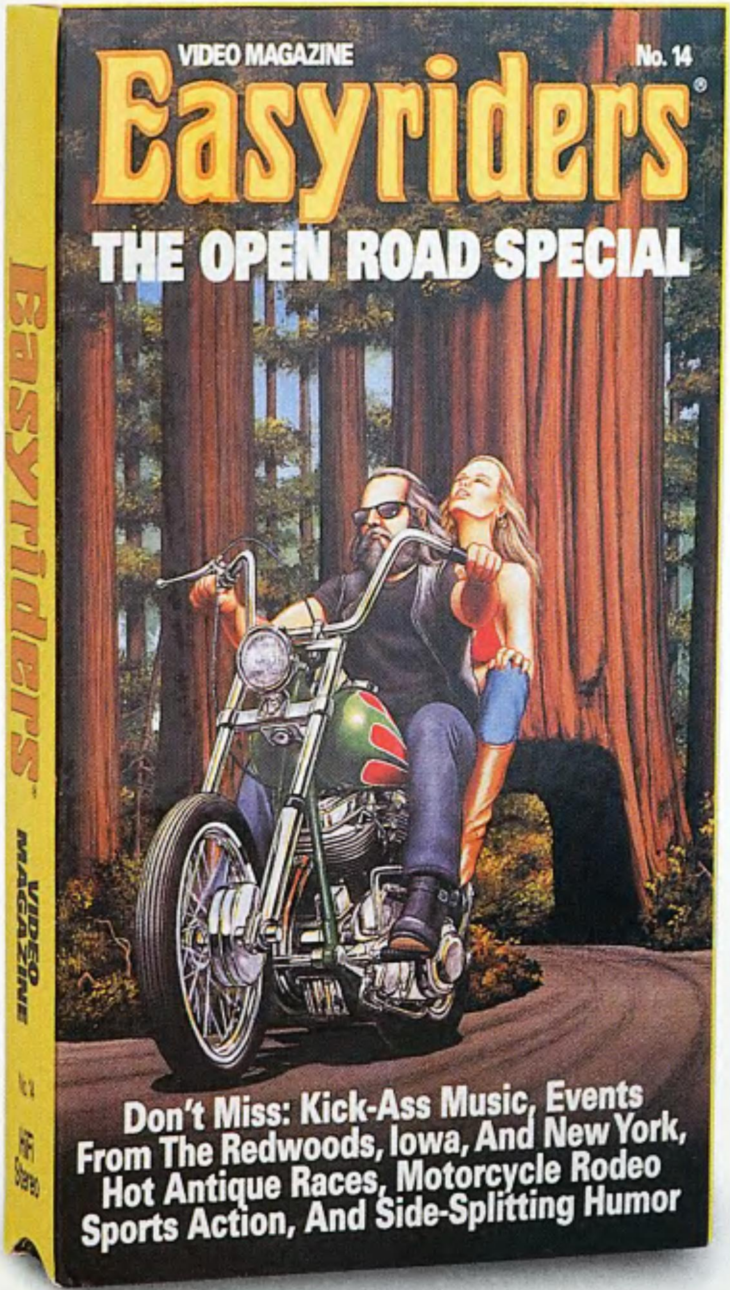

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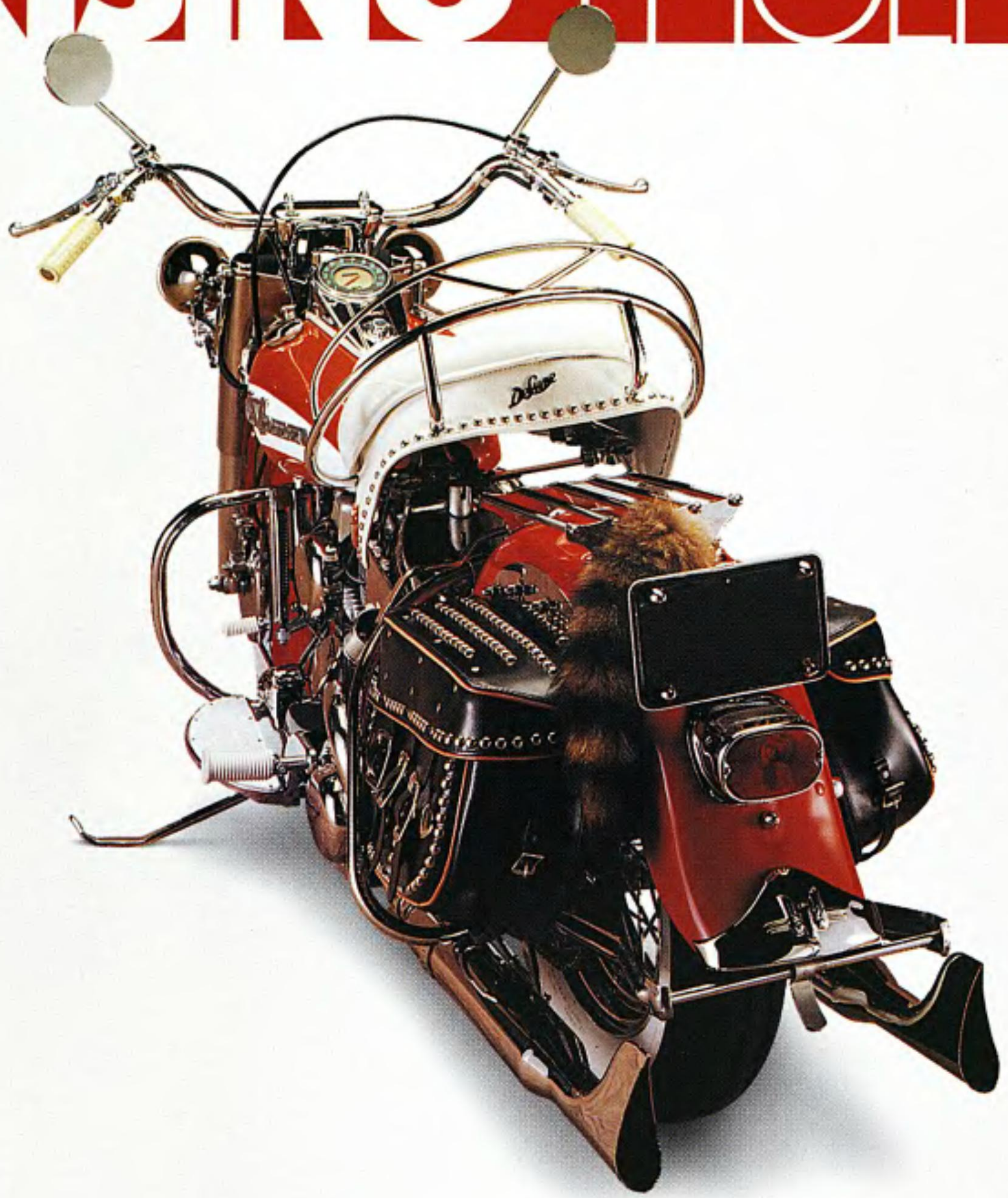
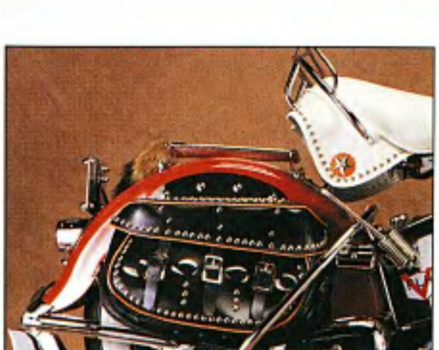
PANHEAD RESTORATION

RISING PHOENIX



Although this bike was twice wrecked, burned in a fire and abandoned on a rock pile, Jim Hansen, a perennial optimist, still saw potential in the beaten and fractured remains of his bro's '56 Pan chopper. Jim first laid eyes on the Pan at a party in the early '70s, but it never entered his mind that he would be restoring the Harley to its original condition more than 20 years later. It took eight years and a lot of late nights at the bar twisting Rotten Rod's arm before Jim got him to turn loose of the old scoot. "Persistence pays off" is Jim's motto. While there was an abundance of stockpiled new parts—still in



their H-D wrappers—that Rod handed over with the machine, most of the components had seen better days.

The machine was original but most of the parts on it were unserviceable. The frame was bent and broken in several places. The front forks were hit so hard in one of the accidents that the lower front triple tree was twisted and bent along with both fork tubes. The fatbob tanks and both fenders were dented and abused. The engine cases and the front head were severely cracked.

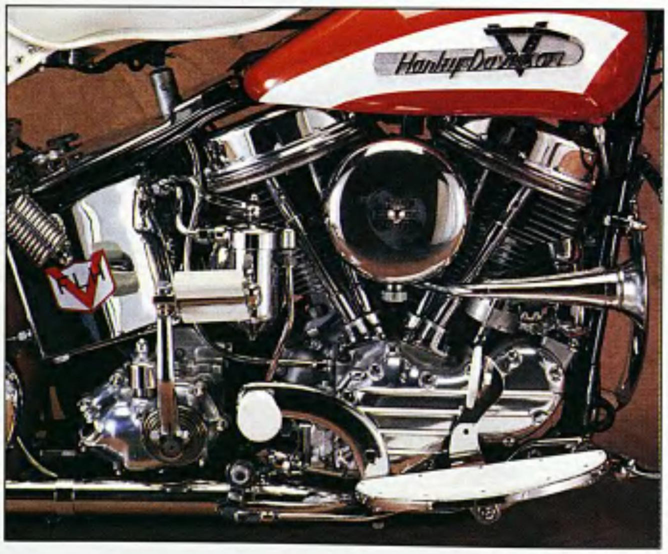
The tranny case had 67 cracks in it at last count. It was one of the few →

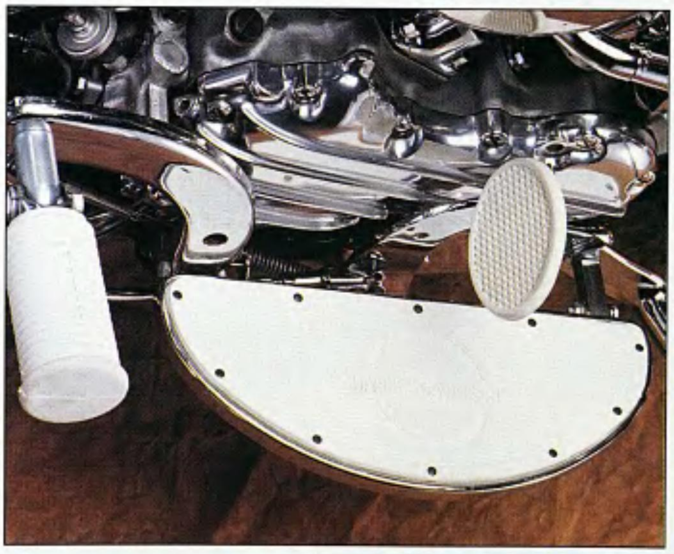
unserviceable parts replaced. The rest were banged out, welded, remachined or somehow restored, as Jim puts it.

Jim has been riding and building since 1966, but this '56 Pan was his first experience replacing all the parts that he religiously threw away when chopping his scoots. "It was a hell of a trip," says Jim. A new old stock (NOS) exhaust system and a still-in-the-wrapper set of 16-inch H-D wheels took the edge off the tedious work and cast some sunlight on the long process of bringing the unserviceable parts back to life. Jim credits a half-dozen

new and old friends for making his work easier and keeping him motivated when he was ready to throw in the towel. Harley-Davidson dealers and aftermarket shops in the San Diego area kept him supplied with impossible-to-find parts, invaluable information, and rebuilding services for his engine and trans. If it weren't for this group of dedicated enthusiasts and riders, Jim's '56 Pan project may still have been spread all over the garage floor. It stands as testament to his determination and a network of reliable bros.

—M.F. Egan





Owner: Jim Hansen
City: San Diego, California

General
Fabrication: owner
Year and make: 1956 H-D
Model: FLHF
Value: $20,000
Assembly: owner
Chroming: Equality Plating

Engine
Year and model: 1956 FLH
Rebuilder: Regeneration/owner
Ignition: stock 6-volt
Displacement: 74 cubic inches
Lower end: stock
Pistons: genuine H-D
Cases: repaired H-D
Heads: repaired by Regeneration
Cam: H-D, "H"
Carb: Linkert, M-74B
Pipes: stock NOS

Transmission
Year: 1956
Modifications: NOS case

Paint
Molding: none
Painter: Jim's Custom Painting
Color/type: Corvette orange/ acrylic urethane
Special paint: none

Frame
Builder: H-D
Type: rigid
Modifications: straightened

Accessories
Bars: buckhorns
Fenders: H-D
Headlight: stock 7-inch
Taillight: H-D
Pegs: footboards, Dixie
Speedo: stock repaired
Electrics: 6-volt
Gas tank: stock fatbobs
Oil tank: horseshoe, chromed
Oil system: H-D
Primary cover: stock
Seat: big & white
Mirrors: H-D
Grips: H-D

Forks
Type: wide glide
Modifications: polished

Wheels

Front
Type: H-D
Size: 16-inch
Tire: CCI Classic
Brake: drum

Rear
Type: H-D
Size: 16-inch
Tire: CCI Classic
Brake: drum

Photos: Silvermoon

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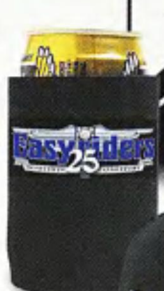

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Easyriders

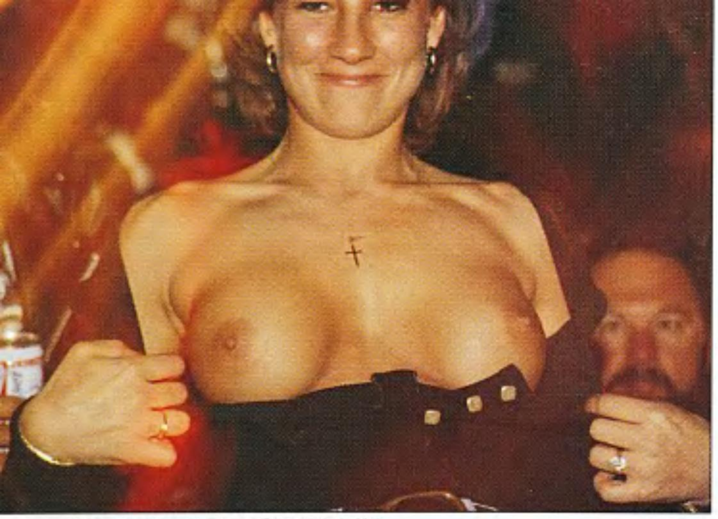
—Billy Tinney, On the road

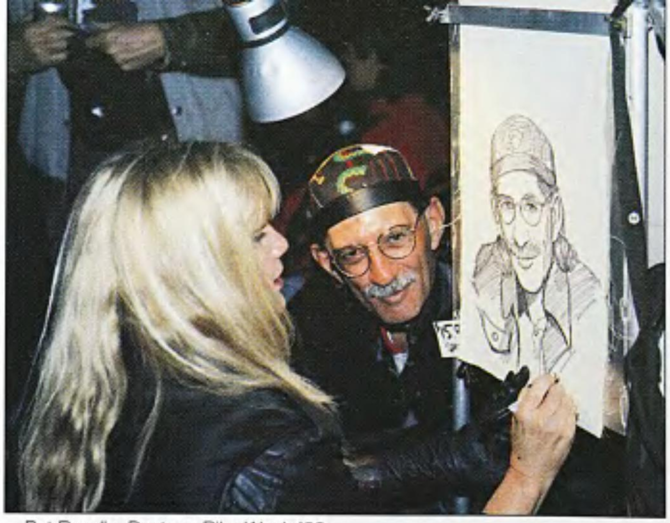
—Jo Lindauer, Schwyz, Switzerland

—Rick Diaz, Daytona Bike Week '96

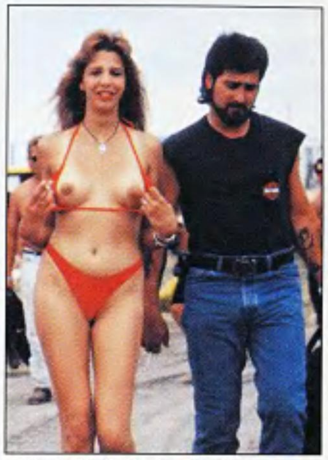
—Bad Bob, Switzerland, Fla.

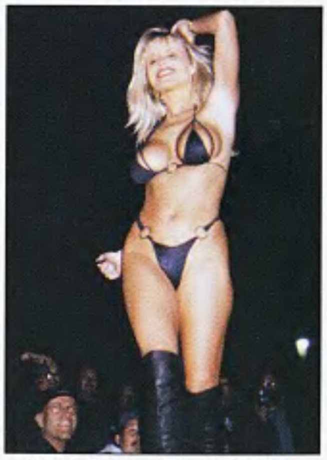
—Mark Lonsdale, Santa Monica, Calif.


—Pam Proctor, Daytona Bike Week '96


—Pat Randle, Daytona Bike Week '96

—Herbie Two Hawgs, Parksville, B.C.


—Denis Noël, Harley Rendezvous


—Smitty, Daytona Bike Week '96

—Rocky Brooks, Gardena, Calif.

—Pam Proctor, Daytona Bike Week '96

—Ridin' with the James Gang, Ironton, Ohio

—Tonya, Greenfield, Mass.

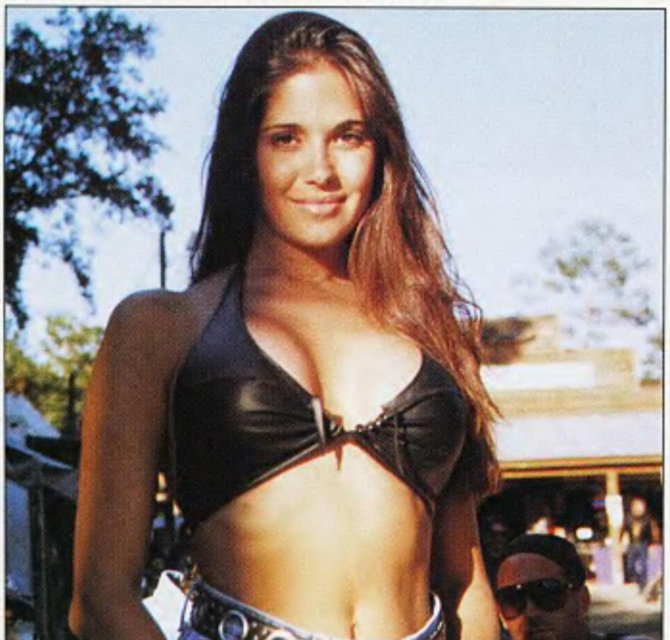
—Rick Grove, Virginia City, Nev.

—Kurt Messner, Cross Plains, Wis.

—Mike Toomey, Colonie, N.Y.

—Ray Owens, Welcome, N.C.

—Mike Lichter of Shandra Leigh, Mosquito Lagoon, Fla.



—Bob Russo, Hallandale, Fla.

—P.M., Loxahatchee, Fla.

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints (any size) and color slides (35mm, 2-1/4, 6x7, or 4x5). Whether it's the exhilaration of a dude and his chick flyin' down the road, the let-it-all-hang-out exuberance of a biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay $500 for a two-page photo spread, $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white printed.) Please label all photographs you send to us with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope. So, mail your photos to: In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.

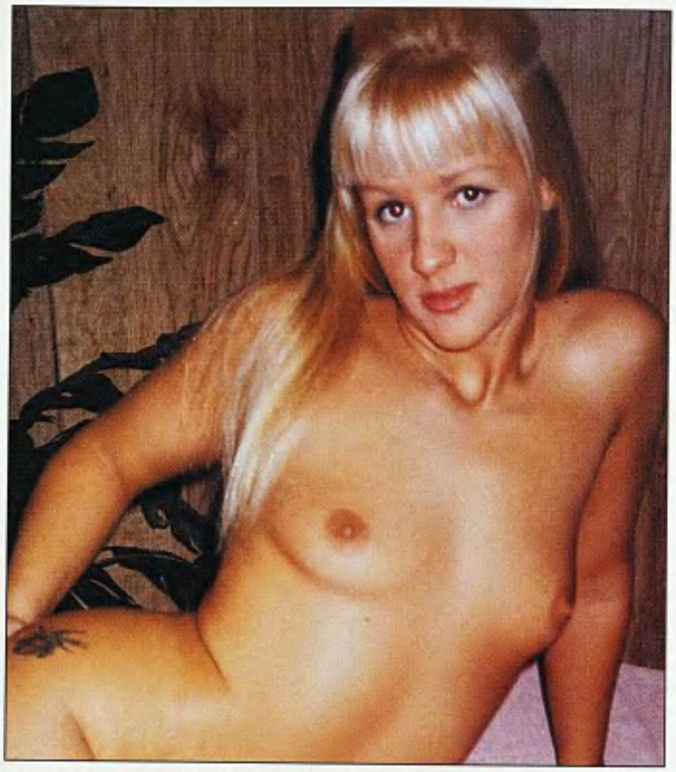
FEBRUARY WINNER

Funny the way things work out. Just when you're hittin' rock bottom, ya get a call outta the blue that picks ya up. This month's foxy Fox, Corinna, could tell ya all about it. The 26-year-old from El Paso, Texas, spends her life entertaining others by dancing. She keeps the customers satisfied. But mostly she's a homebody who spends time with her close friends. She'd been fighting the flu and waiting for summertime when she got a call informing her that she had won the contest and was flying to Daytona Beach, Florida, for Bike Week '96. Not only that, but she would be chaperoned by two of our best, Gregg and Rip. Lucky stiffs. Corinna was featured on fellow Texan Rick Fairless' Wicked Squirrel (page 92), who also got our fair lady some good wind time around Daytona and the outlying areas. Corinna likes Seattle Grunge, camping, any and all water, which figures (she's a Pisces), and dedicates her feature to Bandido Willy.

—Loudmouth

We went on a twilight poker run with five other bikes. The sound of the motors cutting through the night air became an instant addiction.
Gina, Wisconsin—#701

It was such a free feeling experience that I went and bought my own iron pony so I could get off and on when I choose.
Lynn, California—#702



My first ride on a Harley? Hmmm ... I have only one thing to say ... I left that scooter with some "wet leather."
Jennifer, Georgia—#703

My first ride on a Harley was the first time that I felt really free. Now I'm hooked on Harleys and the freedom they bring.
Laura, Parma, Italy—#704

My first ride was in the Lone Star state of Texas. I'll never forget the feeling of freedom and love and being as one with a hot bike and nature.
Rebecca, New York—#705

It was during Bike Week '93 in Daytona Beach. I love going fast, and the guy I was with was hauling down the road. It was exciting.
Jenn, Florida—#706

FOX HUNT

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

Okay, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders*! We're hunting for the foxiest, real-live, bike-lovin' ladies to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required for each Fox Hunt entrant:

1. Entry photos (nude). No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photographs must be black-and-white prints, color prints, or color slides—no negatives, and no Polaroids. And, sorry, absolutely no photos can be returned without a self-addressed stamped envelope (SASE); all entries become the property of *Easyriders*.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it in to #277 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

Here she is, bros, the March 1996 winner in our monthly Fox Hunt, Rayveness, #303, from Jamestown, N.C. See more of her next issue.

For this issue, you can begin sending in your votes beginning June 1, 1996.

Like we say, it's easy. Just look over the luscious ladies, note the name and number of the fox who entices you the most, and vote. If you're not into her comments about our lifestyle, you can vote for another girl.

The voting deadline for this month's colorful crop of cuties is June 30, 1996. We'll print the winner in the November 1996 issue.

FOX HUNT
P.O. Box 3000,
Agoura Hills, CA
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277

I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization.

I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

Model's Name ____________________

Address ____________________

City__________ State__________ Zip__________

Daytime Phone (   ) ________ Evening Phone (   ) ________

I am _____ years of age, born ____________________

I will pose Topless ________ Full Nude ____________

Model's Signature ____________________

Send a photocopy of your picture I.D.that shows your signature and photo.

Photographer's Name ____________________

Address ____________________

City__________ State__________ Zip__________

Daytime Phone (   ) ________ Evening Phone (   ) ________

Photographer's Signature ____________________

Don't forget to vote. These girls are depending on you.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

____

____

____

COLUMBUS 1996

THE RIDER'S SHOW

More than 170 dynamite customs; the best band in Columbus, Power Train; 12 dynamite calendar girl contestants; an up-to-the-edge fashion show; the best in Midwestern tattoos; and snow flurries coupled with bright, brisk, sunshiny days made up the major aspects of the seventh annual *Easyriders* Invitational Columbus Bike Show. But the real labor of love behind the show came from the talented builders who took time away from their jobs and braved black ice, snowdrifts and downpours to drive from all points of the nation and Canada to display their bikes for the Columbus bike-riding population to vote on.

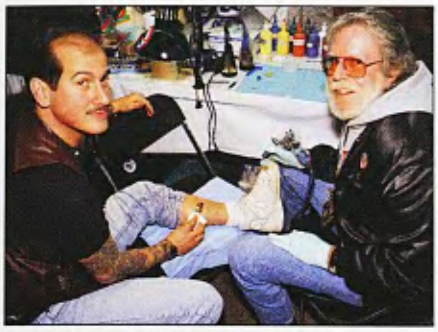
Mike Maldonado of San Juan Capistrano, California, who in January won the top prize in Anaheim, drove cross-country from the West Coast and volunteered to transport other bikes with him. Hector Sedano hauled bikes from Northern California to Columbus for the fourth year in a row. George Jones and his stretched, Dinosaur-built Evo escaped a suburb of Portland during torrential rain. "Four hours after I left, my garage was knee-deep in water," he explained. "I had to take the long route around Mt. Hood to

escape the bad weather and still ran into another storm in Ohio."

The Columbus show was the culmination of the 1996 three-show series as well as several shows from the 1995 season. This year kick-started with a bang with the *Easyriders* Anaheim Bike Show at the Anaheim Convention Center, a quick blast on the Monorail down from Disneyland. There were more than 300 custom motorcycles including displays from Ultra Customs, The Otis Chandler Museum, The Petersen Museum, and Ron Simms' Bay Area Custom Cycles, coupled with music from Branscombe Richmond's "Renegade" Band and another drop-dead calendar girl →

contest (we had a photo studio on the premises). David Mann had his own art exhibit and flew in from Kansas City, Missouri, to sign his books and posters. Lorenzo Lamas had his new bike displayed along with the "Renegade" show bike. It was a kick-ass one-day show.

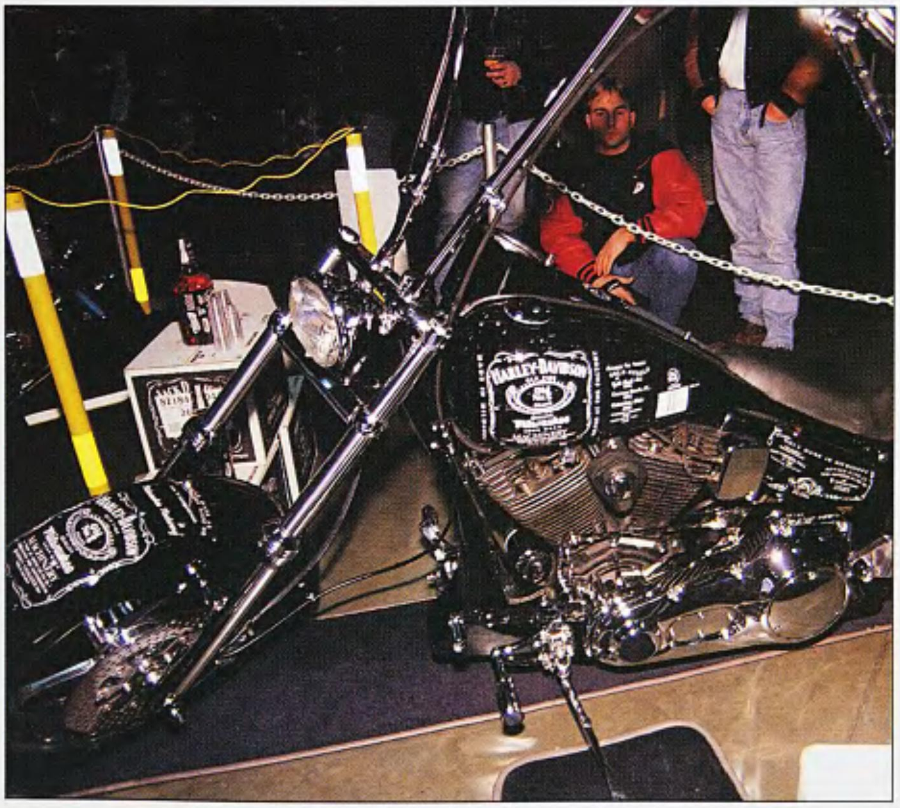
One week later we took the same rockin' show to the new convention center in Charlotte, North Carolina, where the bands rocked, David Mann set up shop again, and we packed the joint with

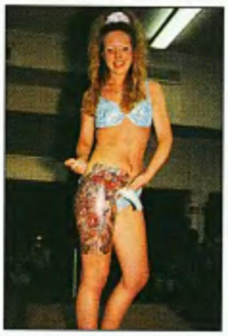


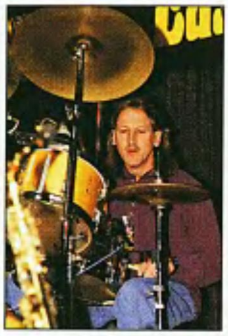
bikes. Rick Doss fought the weather and came from Danville, Virginia, to display his customs. The show was an escape from the confining weather, and it gave the local riders a chance to let their imaginations feel the chrome thunder while the wind whistled bitter cold outside.

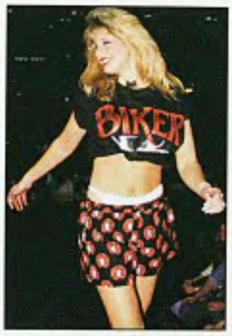
That was the lineup for this year. Last year we followed Columbus 1995 with six weekend bashes from Pomona and Oakland, California, to Houston, Texas, to Everett, Washington, to Winston-Salem, North Carolina, and Schenectady, New York. We learned a great deal with the smaller shows, brought all the ideas into our beer-soaked think-tank, and made our motto, "Best in class shows for best of show bikes." The motto stood throughout the 1996 season, and we're planning two more shows later this year.

Every regional show winner and all the mags that we bust our asses on were represented on the slick color pages of the February issue of *Easyriders*, and readers all over the globe were given the opportunity to vote on their favorite bikes. On top of being featured twice in the mags, each bike was invited to come to Columbus and test the cold air and



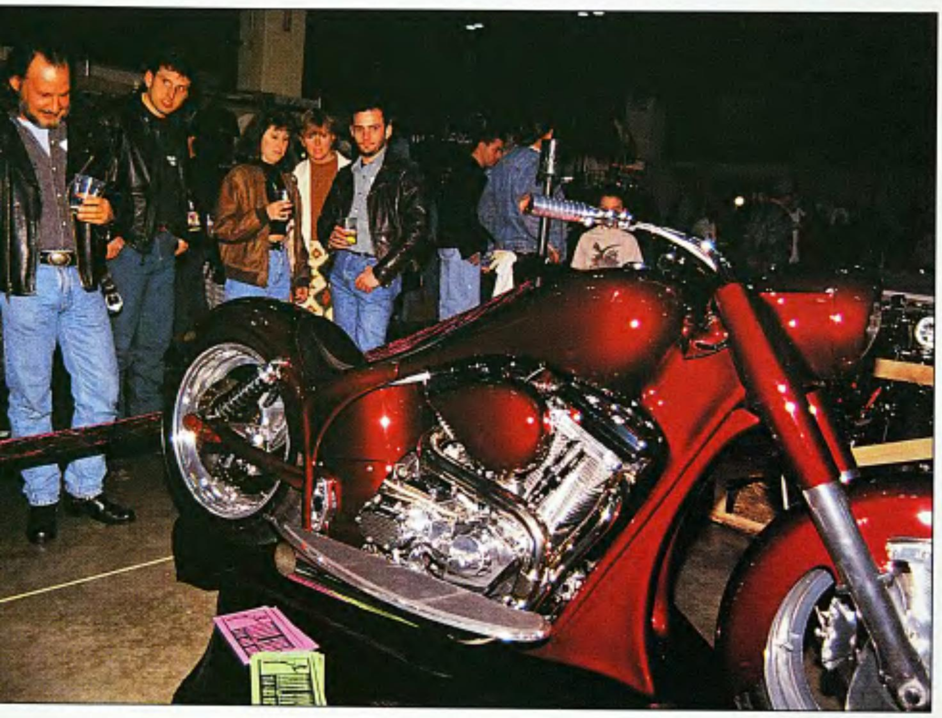






Ohio's riders for themselves. This year Columbus contained the largest representation of regional show winners and feature bike owners to date. They rolled in from the east, the south, the north and the west. They trailered, understandably, through floods, snowstorms, high winds and low temps to party with the best at the granddaddy of all *Easyriders* shows.

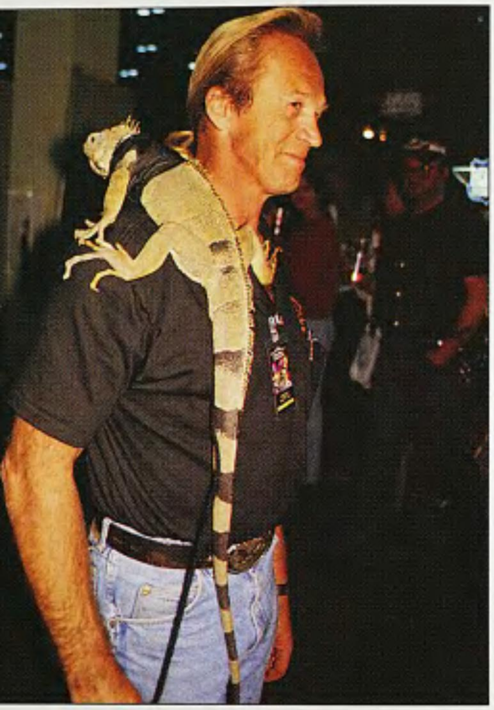
Bruce Whitted historically brings two completely restored Indians from Rootstown, Ohio, and this year was no



exception. One was featured and a winner from last year, which he entered in the top of the line Invitational category. The other was his attempt to stay in the race for the following year. As usual he was successful and will be back in 1997. Michael Mees hauled a '47 Knucklehead all the way from Honeybrook, Pennsylvania, to take Second Best of Show in the Preview class, which meant his bike was slipped off the show floor mid-Saturday and into our studio for a complete bike feature photo session. His bike will be featured in one of our magazines—*Easyriders, VQ, Biker, Quick Throttle*, or *In The Wind*—during 1996, then invited back next February for the Invitational class competition where he could win as much as $5,000.

It's the riders and builders who make this show a success and oftentimes it's the women behind the riders who drive their men to reach for the best. Mrs. Sepulveda, whose husband won in Anaheim, helped design the rotating stainless steel platform displaying their classic custom Softail. She dressed and detailed the display daily, which provided the extra touch that gave her husband →

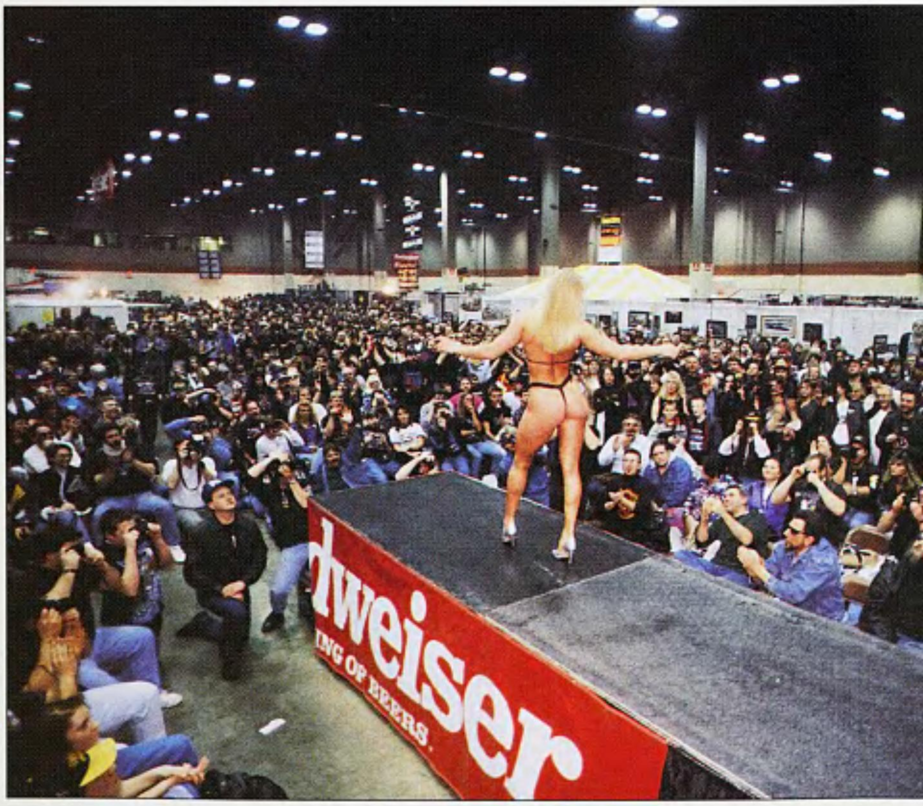
the win. Betty Alley, who won in South Carolina year before last and was featured last year in *VQ* #8, brought her yellow Indian-themed Pro-Street FXR all the way from Lighthouse Point, Florida, to compete with the big dogs. Between her husband's display and her constant detailing efforts, they set up and designed an extensive scene which garnered her the Second Place Best of Show Award in the Invitational competition and a check for $3,000.

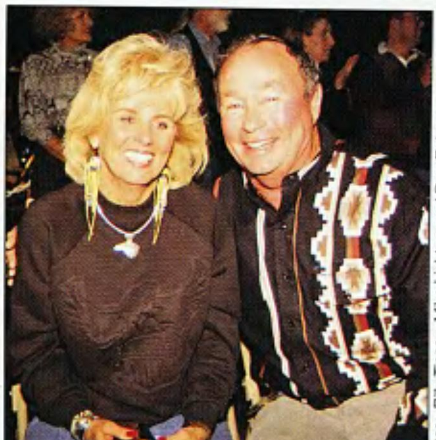


The bike of the year award went to the man who took the top honors in the Invitational category and $5,000. Mike Maldonado's talent and generosity paid off when his full-fendered Dyna Glide took the show. The crowd could see what an upstanding individual he is when he thanked his mom on stage for praying for his success. Lastly, our Fox Of The Year, Barbara from Kamloops, British Columbia, who busted her butt the entire weekend, has since gone back to Canada to be interviewed by every publication and local television station in the region about her award. You, the readers, picked her as a suitable representative of our lifestyle, and she stood up to the task.

I want to thank every builder and spectator who came out and showed respect to the talent on display. You made it the best year yet. For those who missed one helluva good time, you'll have the chance to review the lineup for next year in the upcoming issues of our magazines. But remember, there's nothing like seeing the machines in person and being able to tap into the knowledge and enthusiasm of the builders. Ride forever.

—*Bandit*





Photos: Billy Tinney, Mike Lichter, and Dan Roberts

EASYRIDERS 8TH ANNUAL INVITATIONAL BIKE SHOW WINNERS LIST COLUMBUS, OHIO, FEBRUARY 16-18, 1996

INVITATIONAL CLASS

Best Of Show
1st: Mike Maldonado
San Juan Capistrano, Calif.
1996 FXR Custom

2nd: Betty Alley
Lighthouse Point,Fla.
1994 Pro-Street FXR

3rd: Brad Castleberry
Summerville, S.C.
1993 Fat Boy

***Easyriders* Bikes**
1st: Lou Falcigno
Fort Pierce, Fla.
1995 Evolution

2nd: George Jones
Portland, Ore.
1989 Springer

3rd: J.S. Lambe
Mocksville, N.C.
1957 Panhead FL

4th: Jerry Hankins
St. Augustine, Fla.
1949 Panhead EL

***Quick Throttle* Bikes**
1st: Doran Benson
Petaluma, Calif.
1994 Special Construction FXR

2nd: Keith Drum
Yorba Linda, Calif.
1990 Softail

3rd: Charles Latimer
Schaumburg, Ill.
1993 FXDWG Wide Glide

***VQ* Bikes**
1st: Hector Sedano
Petaluma, Calif.
1994 Softail

2nd: George Sepulveda
Orange, Calif.
1991 Heritage Softail

3rd: Mike Shiff
Parkland, Fla.
1994 FXR

***In The Wind* Bikes**
1st: Heywood Sutherland
Bryan, Texas
1995 Softail FXST

2nd: Jeff Moroni
Palm Desert, Calif.
1949 Panhead

3rd: Garland Williams
Charlotte, N.C.
1973 Shovelhead

***Early-Riders* Bikes**
1st: Bruce Whitted
Rootstown, Ohio
1945 Indian Chief

2nd: Nicholas Russo
Allentown, N.J.
1938 Indian

3rd: Brad Zeigler
Galesburg, Ill.
1949 FL Hydra Glide

***Biker* Bikes**
1st: Bryan Bajakian
Ringwood, N.J.
1990 Fat Boy

2nd: Cliff Grayson
Charlotte, N.C.
1954 Panhead FL

3rd: Larry Weymouth
Malden, Mass.
1981 FX Wide Glide

PREVIEW CLASS

Best Of Show
1st: Lindy Harris
Shelby, Ohio
1960 Panhead chopper

2nd: Michael Meese
Honeybrook, Pa.
1947 Knucklehead

3rd: Bruce Whitted
Rootstown, Ohio
1946 Indian

4th: Brad Barrett
Kannapolis, N.C.
1988 Sportster

5th: Rodney Morton
Mt. Pleasent, N.C.
1973 Sportster XLCH

6th: Michael Howington
Apex, N.C.
1993 Fat Boy

7th: Carl Berry
Evans, Ga.
1963 Panhead FL

8th: Ken Smith
Lakeland, Fla.
1996 Softail

9th: Robert Shade
Crofton, Md.
1960 Panhead FLH

10th: Tim Thiel
Visalia, Calif.
1965 Electra Glide

11th: David Clendenin
Belle, W.Va.
1992 FXRS Low Rider

12th: Denise Vestring
Cincinnati, Ohio
1976 FLH with factory sidecar

13th: Jim Jaskoske
Waukesha, Wisc.
1993 FLSTF

14th: Steve Sours
Allegan, Mich.
1947 Indian

15th: Alan Weber
Waterford, Mich.
1992 Ground-up custom

JUDGED CLASS

Specialty Class
1st: William Huykman
St. Louisville, Ohio
1956 Panhead FLH

2nd: Bob Marquart
Oshkosh, Wisc.
1956 KHK

3rd: Jerry Duncan
Dayton, Ohio
1977 Sportster

Street Custom Class
1st: J. Don Grassie
Myrtle Beach, S.C.
1996 Softail Custom Modified

2nd: Allen Glaug
Centerville, Ohio
1995 Pro Street Softail

3rd: Kevin Erisman
Germantown, Ohio
1990 Softail Custom

Radical Custom Class
1st: Michael Pugliese
Staten Island, N.Y.
1995 Softail

2nd: Francis Tucker
Moundsville, W.Va.
1996 CFI/BTFT

3rd: Keith Drum
Yorba Linda, Calif.
1996 Custom

Best Design
Doug Jahnke
Brookville, Ohio
1996 Crawler

Machine Fabrication
Scott Gledhill
Essexville, Mich.
1996 Assembled Shovel

Sheet Metal Fabrication
Donald Tanner
Portland, Fla.
1995 Dyna Wide Glide

Best Chassis
Merlin Rajnowski
Sterling, Ill.
1994 Wide Drive Softail

Best Innovation
Gary Carter
Columbus, Ohio
Milwaukee Iron-built Evo

Best Graphics
Mark Cullen
Winter Park, Fla.
1995 Softail

Chrome (Metal Finish)
Dennis Blag
Independance, Ohio
1995 Pro Street Evo

Engine Treatment
Rick Finkler
Ft. Lauderdale, Fla.
1995 Pro Street FXR

Display
Joe Davis
Zanesville, Ohio
1972 FLH Electra Glide

Drive Line Treatment
Alain Caron
Tres Riviere, Quebec
1990 Softail FXSTC

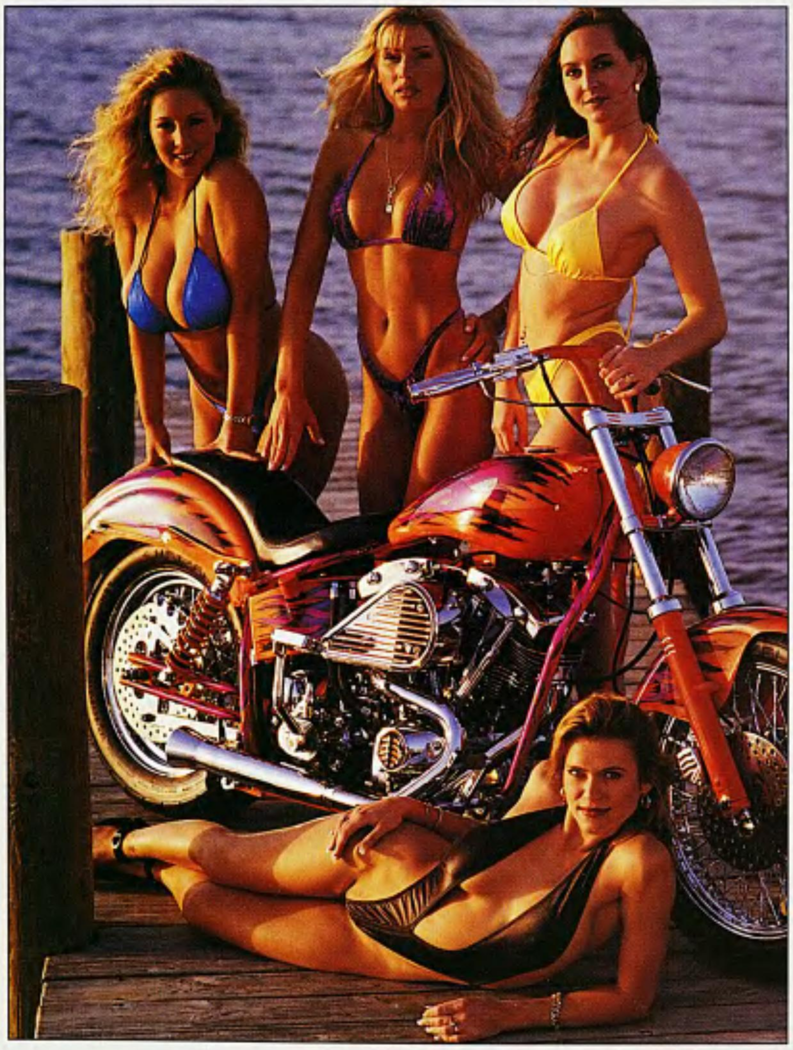
Wheel Treatment
Simon Solomon
Greensboro, N.C.
1992 Springer

Best Detail
Dave Imbody
Marion, Ohio
1996 SoftGlide

Best Paint
Dave Sturlic
Oregon, Ill.
1996 Custom Softail

THE SQUIRREL WHO EATS SWIMSUITS

UNSWIMSUIT BLAST! WHICH BEAUTY DOES IT?



As the sun melted over the distant horizon and the last vestiges of daylight danced among shadows rippling across the tide, four sultry Fox Hunt girls shed their bikinis and plunged into the forbidden waters of another *Easyriders* unswimsuit edition. As the girls rose from beneath the water's surface, their glistening wet flesh saturated in twilight, they reached up for eager *Easyriders* staff members to hoist them safely onto the pier. Standing on the salt-weathered dock, small pools of water dripping around their feet, they opened their arms wide to a gentle, alluring breeze, and without warning they began to make love—as if overcome by a sudden wave of primitive, sensual passion—to our camera. →

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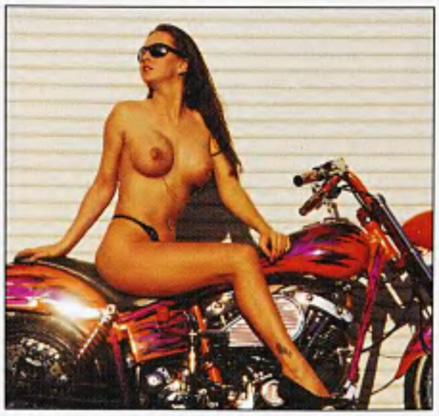
So, as our photog snapped away, the girls asked why the machine they were caressing was called Wicked Squirrel. They'd heard of the high-tech Hamsters, and their mutant, varmint cousins, the Weasels, but who in the hell are the Squirrels? The answer resides in this fine example of Squirrel iron. The bike's owner, Rick Fairless, was standing on the corner of Main Street in Sturgis back in 1994, when someone who'd been admiring Rick and his buddies' scoots asked, "Hey, are you guys Hamsters?" Rick pondered the question for a minute, then responded, "Sounds like you've heard of the Hamsters. Well, we're the Squirrels." His response made sense to his buddies and before he could say nut sack, the Squirrels were multiplying like rabbits.

Rick has not only spawned a herd of squirrels and raised a family of three fine kids (Steve, Chelsey, and Lena) with his wife, Tina, in Irving, Texas, but his bike-building skills have landed his mug in Paisano mags (including *Easyriders* video #27) on more than one occasion. When I first caught up with Rick, his '65 Pan had just taken down a Best of Show slot at the 1993 *Easyriders* Show in Waco, Texas. What he didn't know at the time was that his everyday ride, an '82 FXE he bought brand-new back on the 14th anniversary of the Shovelhead, would be his next project putt. The trusty Shovel had



been in a wreck and rebuilt by Rick back in '85. In 1994 the Shovel saw its second close-up look at the jaws of unforgiving pavement (thanks to a no-brain, left-hand cager). The machine was officially hurting and begging for a major transformation.

Rick had always had plenty of ideas simmering on the back burner about what he might someday do with his Shovel. That day had finally arrived. Whenever he tried to express what he envisioned, just about everyone thought he was a slice or two short of a loaf. But that didn't keep him from pursuing exactly what he had in mind; they don't call →

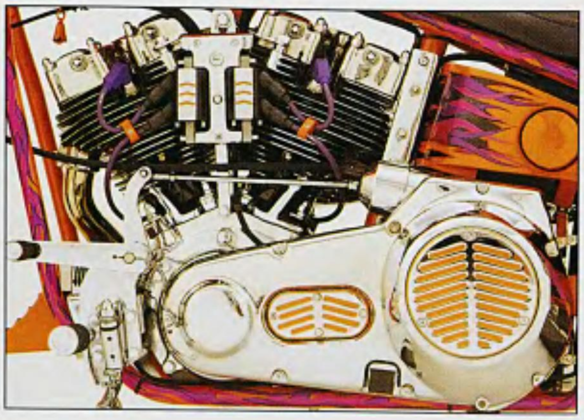
him Fearless for nothing. He knew he wanted to start with a stretched rigid, but he didn't want a straight leg. He found the solution in a Paughco wishbone. Next, he got ahold of a stretched tank by Pro One and sent it to his dad (Ocie Draper/ Western Sheet Metal in Irving, Texas) to rework it according to Rick's vision and to make it fit the frame. His old man did such a righteous job that Rick had him fabricate a one-off spoiler to match.

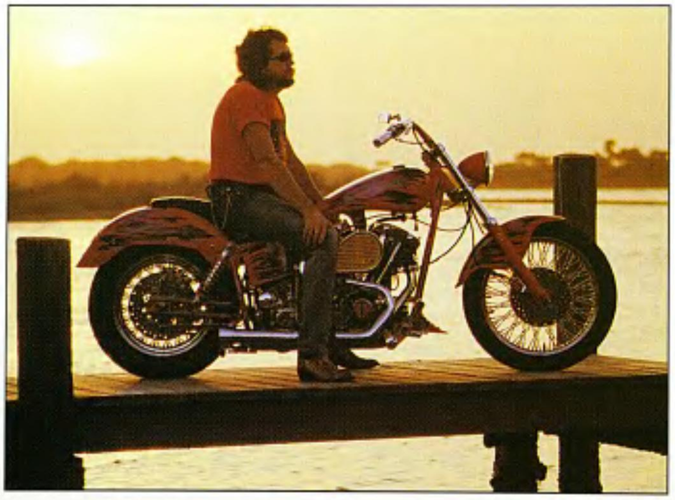
Then, he hauled his putt-in-progress to Show & Go in Dallas, where he showed owner Ike Shelton and main assembler Bill Morales his crumpled and beer-stained pile of design ideas for the Shovel's ultimate form. Ike had a little trouble deciphering Rick's drunken scrawls, let alone digesting the notion of orange and purple paint. 'Course, after he went along with Rick's design, he admitted that the man knew his stuff all along; especially after the Squirrel's favorite painter, Jeff Long got through working his paint magic and proving once and for all—Squirrels have more nuts!

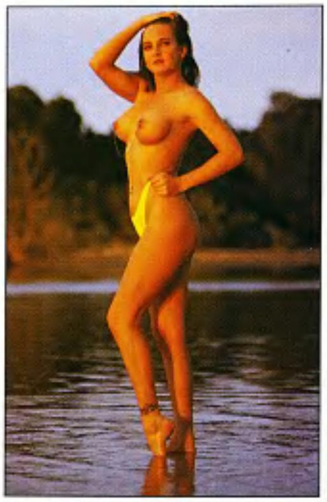
After all, it's not any scoot that lands on the cover of this rag, not to mention getting summoned to a remote beach in Florida for a photo shoot where four beautiful babes lend their ample forms to cushion the Wicked Squirrel from slippin' off the four-foot wide rickety pier—Rick's number one concern. To that end Rick

would like to express his gratitude to the cover girl foxes: Tina (Florida, black swimsuit; *In The Wind* cover girl), Shandra (North Carolina, purple swimsuit; Fox Hunt runner-up who's back by our staff's popular demand), Heidi (Vermont/N.C., very full blue bikini; Fox Hunt winner, April issue), and a special congrats to our new Fox of the month, the lovely Corinna (yellow bathing suit) from El Paso, Texas.

Our Lone Star compadre would also like to give special thanks to his wife and kids, and natch, his Squirrel brothers who—like their furry cousins—are just lookin' to have a good time. —*Clay Dog*







Owner: .... Rick Fairless
City: .... Irving, Texas

General
Fabrication: .... owner/Show & Go
Year and make: .... '95 wicked squirrel
Model: .... squirrel custom
Value: .... don't tell mama
Assembly: .... Show & Go, Dallas/Bill
Chroming: .... Show & Go

Engine
Year and model: .... 1982 Shovel
Rebuilder: .... Randell Hendricks
Ignition: .... Dyna S single-fire
Displacement: .... 80-plus cubic inches
Lower end: .... rebuilt
Pistons: .... S&S
Cases: .... polished
Heads: .... flowed
Cam: .... big'n
Carb(s): .... S&S
Pipes: .... Ness
Modifications: .... Ness air cleaner

Transmission
Year: 1982
Modifications: .... polished

Painting
Molding: .... Jeff Long
Painter: .... Jeff Long Graphics
Color/type: .... squirrel orange/urethane
Special paint: .... flames

Frame
Builder: .... Paughco
Type: .... wishbone rigid
Modifications: .... 5-degree rake, 2.5-inch stretch, spoiler by Pop

Accessories
Bars: .... Ness
Fender(s): .... Ike Shelton
Headlight: .... Ness
Taillight: .... Ike Shelton
Pegs: .... JayBrake
Electrics: .... Bill at Show & Go
Gas tank: .... Pro One
Oil tank: .... Paughco
Primary cover: .... J.J. Beaver
Seat: .... Ike Shelton
Mirrors: .... Ness
Grips: CCI

Forks
Type: .... narrow glide
Modifications: .... 2 inches under, chromed, painted

Wheels

Front
Type: .... Mrs. Kennedy
Size: 19-inch
Tire: .... Metzeler
Brake: .... Grag/Ike

Rear
Type: .... Mrs. Kennedy
Size: 16-inch
Tire: .... Metzeler
Brake: .... P.M.

Photos: .... Mike Lichter

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1996 TITAN
Stock #: Avail. in May **Model;** Sidewinder
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1996 TITAN
Stock #: Avail. in May **Model:** Roadrunner
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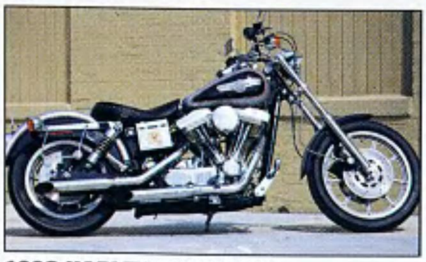
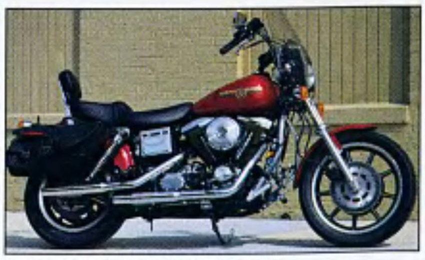


1992 HARLEY-DAVIDSON
Stock #: UM84 **Model:** Dyna Lowrider
Mileage: 32K **Color:** Black **Options:** Studded bags, Sidewinder Kit



1995 HARLEY-DAVIDSON
Stock # UM88 **Model:** Dyna Glide
Mileage: only 227 **Color:** Red
Options: Windshield and bags

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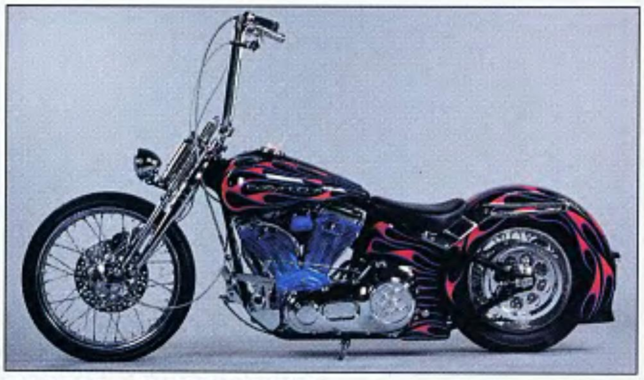
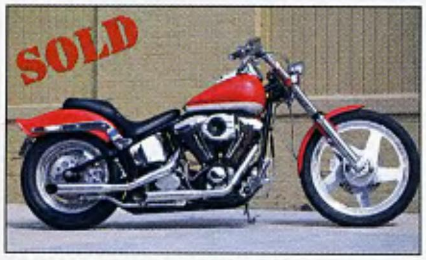
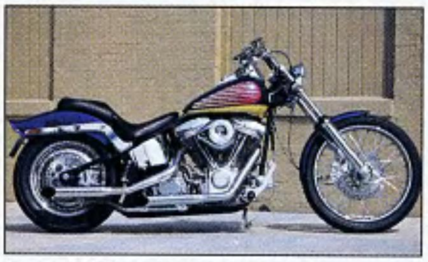
COLUMBUS CUSTOM SPECIAL
Model: Tiger Bike. This is a radical custom with an incredible amount of parts and fabrication; a one-off for the serious motor-maniac.



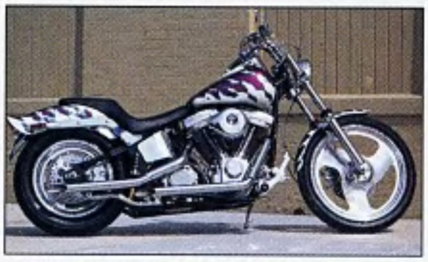
COLUMBUS CUSTOM SPECIAL
Model: High Bar sporting super Ape Hangers. This techno-chopper wears distinctive blue jugs, and is a unique show and go bike.



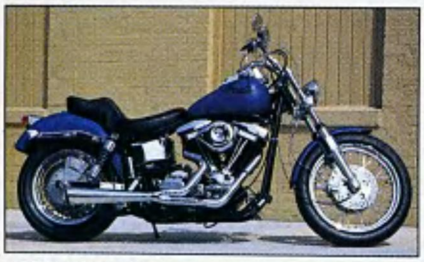
1996 COLUMBUS CUSTOM
Stock #: NM4
Engine: 80 cu. in./59 H.P. **Color:** Orange
Mods: Lots of Chrome/2-inch lowering kit



1996 COLUMBUS CUSTOM
Stock#: NM3
Cu. In.: 96 **HP:** 103 at rear wheel **Color:** Purple
Mods: Many plus 2-inch lowering kit

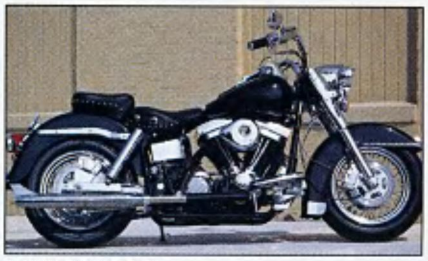


1996 COLUMBUS CUSTOM
Stock #: NM2 **Cu. In.:** 96
HP: 103 at rear wheel **Color:** Purple Splash
Mods: Many plus 2-inch lowering kit



1996 BIG DOG
Model: Coyote **Engine:** 80 cu. in./75 H.P.
Color: Blue **Features:** Compact Styling

1996 BIG DOG
Model: Proglide **Engine:** 80 cu. in./75 H.P.
Color: Black w/Red Flames **Mods:** High performance and styling



1996 BIG DOG
Model: Vintage Engine: 80 cu. in./75 H.P.
Color: Black **Mods:** Authentic Nostalgic look; rubber mounted engine

MILWAUKEE IRON CUSTOM
Stock # UM57 **Model:** Vintage Radical. Inspired by the very first Harleys, this one-of-a-kind Retro-rocket features a hypo Shovelhead powerplant.

1994 FXLR
Stock # UM98 **Color:** Black **Features**: A very low mileage stock machine with fine touches from Mirage. Very clean, all ready to ride.

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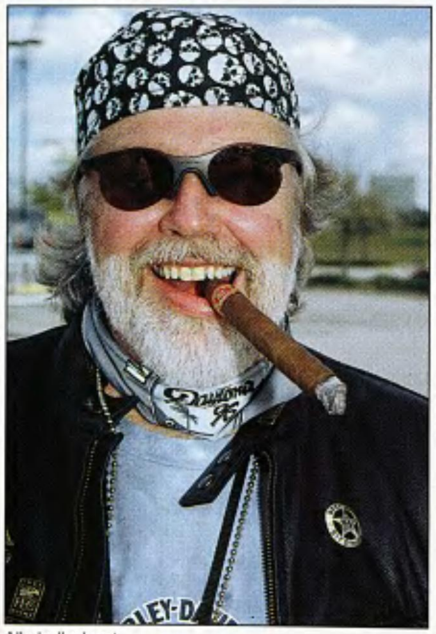
RIP'S RUN

On the way to Smiley's Tap.

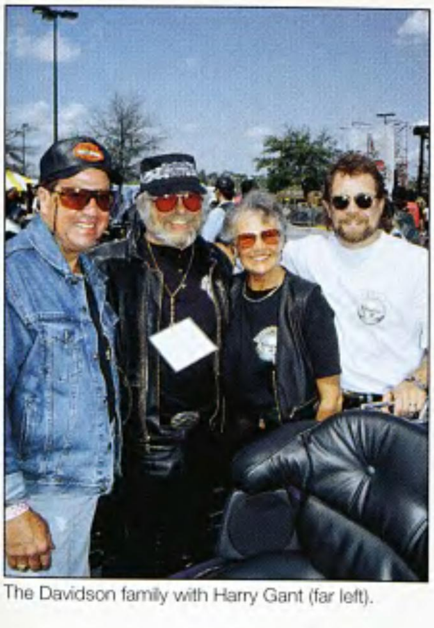
Check out those britches.

EASY RIDE '96

FROM GEORGIA PEACHES TO DAYTONA PARADISE



All skulled out.



The Davidson family with Harry Gant (far left).

Howdy, here we go again. This time from the Peach State—Atlanta, Georgia.

It had been a cold, wet, late winter seeing several bone-chilling storms. The folks I'd been staying with in Atlanta were getting cabin fever bad and the thought of riding to Daytona Beach was paramount on our minds. Gene Eidson, owner of Blue Ribbon Cycle, couldn't go because he had recently moved his entire shop and he had to stay behind to make sure it got off on the right foot. But that didn't stop me and Wide Open, Gene's roommate, from forming a plan to ride south together. Big Jim and Steady, a couple of pals, decided to join us for the ride to Daytona Beach for Bike Week. Big Jim rides a very pretty custom 1995 FXDWG. His putt has a complete RevTech performance package with Axtell steel barrels. Steady rides a stock 1984 Sportster.

Shortly after leaving the Atlanta area on I-75 South it started raining. Since I had lots of cold and wet weather gear on, it didn't bother me that much. The same couldn't be said about the other riders in our group. We were also joined briefly by two other riders who left at the first food and gas stop. They were in a hurry so we let them go ahead of us. Our small group didn't leave Atlanta till mid-afternoon. More wetness greeted us just south of Macon. We stopped to gas up or eat every 100 or so miles. Having neither a windshield nor the proper gear, Steady kept falling behind. Somewhere between Tifton and Valdosta, Georgia, we lost Steady. We waited for about a half an hour near the I-10 and I-75 interchange. Steady wasn't anywhere to be found. We →

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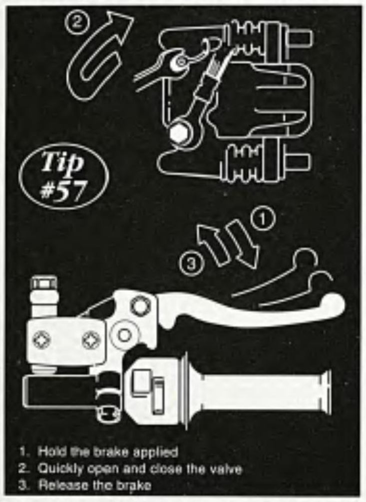
ICS Motorcycle Maintenance Tip #57
Bleeding Your Brake System



If your brakes feel spongy, it may be a sign of air in the brake lines. To solve the problem and get your engine back into peak working order, just follow this three-step process to bleed your brake systems. NOTE: When you bleed the brakes, *always* keep an ample supply of brake fluid in the reservoir.

First, attach a clear plastic hose to the bleed valve on the caliper and place the open end in a container. Slowly pump the brake lever several times until the braking feels hard. Hold the lever as you quickly open and then close the bleed valve. Release the brake lever. Repeat this procedure until no air bubbles are seen in the fluid coming out into the clear plastic hose. Finally, tighten the bleed valve to its proper torque specifications and make sure the brake fluid level is at the full mark.

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L to R: Big Jim, Steady, Wide Open, on the way to a wet Daytona.

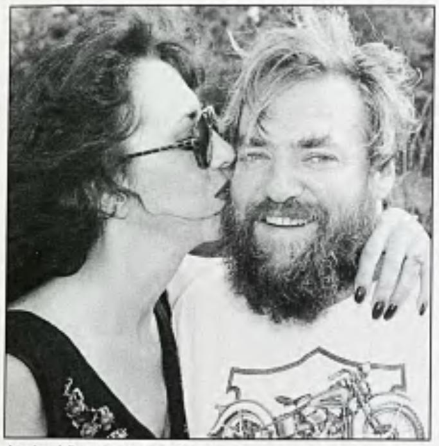
decided to continue. We hated leaving anyone on the trail but we figured that he couldn't take the wind and rain and had checked into a motel till it cleared up. Steady showed up two days later after the rain had stopped. The three of us rode on to Daytona, reaching our destination in the early morning hours. We spent that first night in a trailer house owned by Wide Open's girlfriend, Wendy. She was driving herself down to Daytona that weekend after work to be with Wide Open. I left their company the next morning to be with the *Easyriders* personnel who had come to town for Bike Week.

On Sunday, March 3, I rode Sugar Pai to Smiley's Tap. For me this usually kicks off Bike Week. I like to hang around and meet and greet many of my old friends, and some new people also. From Smiley's it was a short putt up the street to the Iron Horse Saloon. It was packed like it usually is during this time. I had a great time visiting the California Hell Riders, eating greasy pork chop sandwiches, and being entertained by Tim Bailey from Milwaukee and his harmonica. Tim rides a 1971 Electra Glide. He played many of my favorite Stevie Ray Vaughan and John Lee Hooker tunes. Tim sat on his putt and blew his harmonica into a small speaker hanging off the handlebars of his ride.

Later that evening J.B. Walker and the Cheap Whiskey Band were up on the bandstand of the Iron Horse Saloon doing their thing.

Wednesday before going out to the drag strip for the AHDRA drag race in Bithlo, Florida, I had the chance to ride along with Willie and Billy Davidson. The occasion benefited the American Diabetes Association (ADA) Research program. The ride started from the Klassix Auto Museum and went to the Hard Rock Cafe at Universal Studios in Orlando, Florida. More than 250 riders turned out. They raised more than $75,000. The distance of the ride was 54 miles. Ninety-one percent of this event's proceeds go directly toward funding research for a cure for diabetes.

Wednesday morning the sun was nice and bright. It was beautiful like it's supposed to be in the self-proclaimed Sunshine State. Sunny Florida is why so many folks move there, it was grand. The ride from the Klassix Auto Museum was the best policed run that I have personally been on. It was handled by the Harley-riding Florida Highway Patrol. There were also two patrolmen from the Daytona Police Department. One rode a Harley, the other a Beemer. They blocked all the on-ramps on I-4 till the pack went by.



At the Klassix Auto Museum.

California Hell Riders at the Wall of Death.

Wannabe on an unusual Briggs and Stratton proto.

Some patrolmen rode in front setting the pace. Others rode in the rear, keeping the autos back and preventing four-wheelers from crashing into the pack. Other motor officers rotated, keeping us safe and on the move. It went very smoothly and was a pleasant door-to-door ride. We whizzed on by all the traffic without stopping for anything or anyone. The motor officers did one hell of a fine job. The pack was tight and we all made it out without any incidents.

On the parking lot of the Hard Rock Cafe we were fed fine-tasting barbecue. We were also given T-shirts and commemorative pins. Discount admission to Universal Studios and discount hotel room rates were also offered. All that was included for the number one package, which went for a C-note. For two Ben Franklins and a U.S. Grant ya got to ride up front with Willie G., Nancy and Bill Davidson plus ya had VIP parking at the venue and access to the VIP tent. For five century notes ya got everything mentioned plus a genuine Hard Rock Cafe leather jacket. Personally I think that if the entry fee were lowered more riders would have attended. Many folks told me later that they hadn't heard that this was going on. After reading this column I hope more people will be aware that this Easy Ride will happen again next year. The first of anything is usually a little rough—it's a learning curve thing. John Kay and Steppenwolf played later in the afternoon for those who hung around. We can't forget to give a big thanks to the Thunder Alley Cycle guys who were ride marshals—their services were greatly appreciated. Also the Orlando H.O.G. Chapter worked the registration tables at the Klassix Auto Museum and at the Hard Rock Cafe. Thanks a bunch, you guys and girls. Ya did a great job. Thunder Alley is also found in Orlando.

What are the chances of winning a brand-new Harley the day after you bought a new Harley? Well, that's exactly what happened to Ross Francis of Oviedo, Florida. What a lucky dude. Now he has two brand-new Harleys. Raffle tickets for the 1996 Heritage Softail Classic went for a five spot or five tickets for a 20 dollar bill. Ross also has diabetes.

Dick Farmer of Dick Farmer's H-D of Orlando also came along for the ride. John Sebastian is the Easy Ride event chairman. Harry Gant, retired NASCAR driver, was also on hand with some members of his family and fans. Thank you both for your help; it's a very worthy cause. Someone told me that one of Harry's family members has diabetes. →

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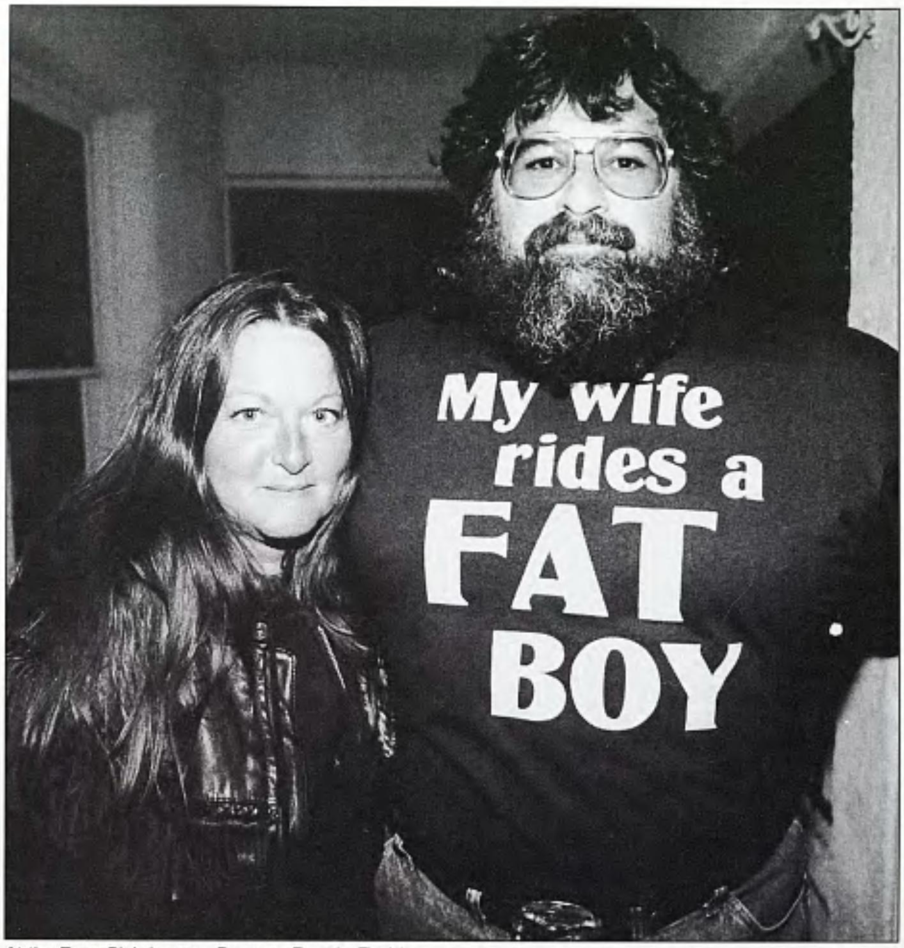


At the Bros Club lounge, Daytona Beach, Florida.

There are 16 million people nationwide who have diabetes, including Bill Davidson, Willie G., and yours truly. Many people go through life without knowing it until something major happens to them such as a stroke or heart attack. I can't help but think that this is what contributed to Jerry Garçia's untimely demise. Co-sponsors, beside the ADA, were the Hard Rock Cafe, Radisson Hotel Orlando, Budweiser King of Beers, The O'Donnell Corporation, Harley-Davidson, Dick Farmer's, Barllett Digital Photography, and Sessions Design. Thanks very much for your contributions. Also a big thanks goes out to the many folks who took time off from Bike Week to help support the first annual Easy Ride to the Hard Rock Cafe. Your donations will go to the American Diabetes Association Research program. This is an insidious disease that needs to be eradicated post haste. Diabetes leads to complications in many areas of one's body. I'm talking about kidney damage, blindness, loss of limbs, heart attacks, and crippling strokes, no fun at all. What I like about being involved with the ADA research program is that more than 91 percent of the money raised goes directly to the research program and not to pay some fat cat's salary.

Waiting for the Diabetes Run to start.

I mean I support many charities, but this one is personal since I've seen what it can do firsthand to someone who is very close to my heart. He recently lost a limb and may lose another if things don't get better. Please give whatever you can to alleviate the suffering and to find a cure.

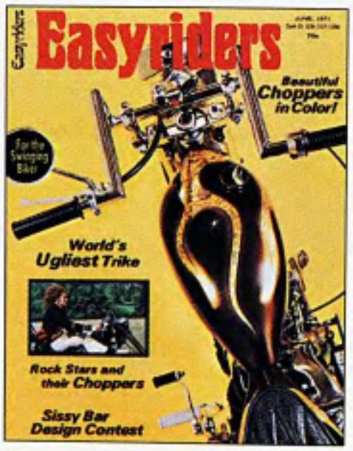
I think that we as bikers live fun lives, and we are very susceptible to be stricken down with this disease. Sometimes we can get so wrapped up in having fun that we drink too much, miss meals, stay up for very long periods of time, carry too much weight. All those things, plus the family tree on

Ol' number 33, Harry Gant, ex-NASCAR driver.

either side, contribute to the sugar problem. Our pancreas can't secrete enough enzymes to aid in the digestion of proteins, carbohydrates and fats. If you're carrying more weight than ya need the insulin tries to break down the fat first. Then if there's anything left it goes to the proteins and carbos. Usually the beneficial juices are passed when we urinate. Diabetes means "sweet piss." Some German scientists discovered this many moons ago. Anyway, you usually lose weight although you're eating regular and think that you're taking care of yourself, but you're being eaten up from the inside. A diabetic person needs to eat certain foods at certain times. And let me tell ya, it's a bitch when you're used to running full bore all the time. It's a lot more than giving up sweets and sugar products. You have to make sure you're carrying insulin or glucose tablets just in case you waited too long between meals, or for when you're way heavy on the sugar side.

Hey, I could go on with the scary stories, but I'll spare ya. If you're constantly thirsty and if you're getting up several times during the evening to use the bathroom, go see a doctor and have your blood checked. It may contain too much sugar. Sometimes it can be controlled by pills and diet. →

BLAST FROM THE PAST



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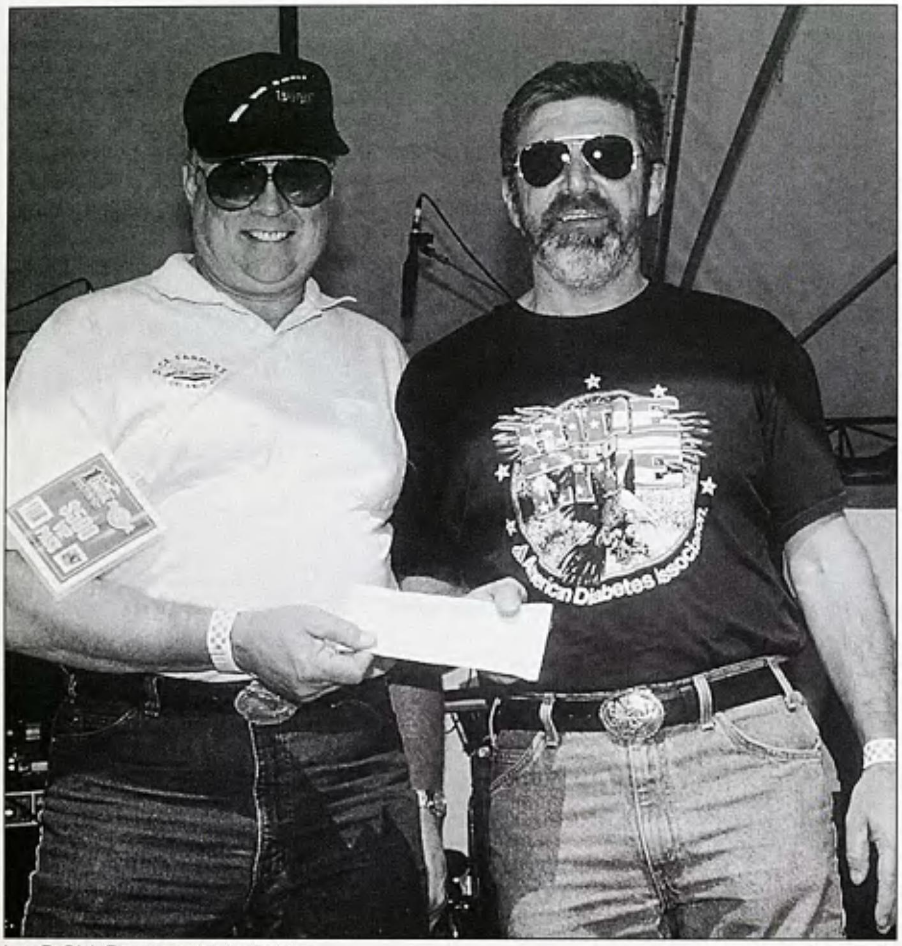


L to R: Dick Farmer and John Riddle.

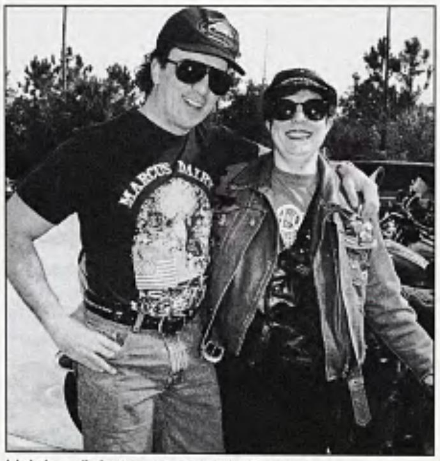
Ray & Kari Sioux Tewksbury vending in Daytona.

Photos: Rip

Sometimes it can't and ya have to give yourself injections of insulin. It's a tricky situation that needs to be monitored constantly, usually by sticking one's finger and putting that drop of blood on a strip of chemically treated paper. Then it is put on a meter that will give ya a number to tell ya where you're at sugar-wise. Too much insulin can put ya in shock or you may go to sleep and never wake up or wake up days later. Scary business to say the least. Charity starts at home. That's why we should take care of our own first.

Well, enough about diabetes. After the ride to Orlando, Biker Bob and two other riders plus myself left the Hard Rock Cafe parking lot for the drag races across Orlando to Bithlo, Florida. I'm not gonna write too much about it since you'll see my pictures in *Quick Throttle*. I will say that in the semi round Jim McClure did a 6.99 E.T. into a strong head wind. Many of the riders were complaining about track conditions. That 6.99 E.T. shows me that once again, cream always comes to the top. Jim and Phyliss are a class act and probably know the Top Fuel business better than any one out there, among the Harley community.

Friday, I spent the day at AMI scoping the Brute Horsepower shootout. For the second year in a row my bud



Helping diabetes research in Daytona.

Bob Guilbeau came out on top in the 80-cubic-inch class. His 1992 Dyna named Trouble Maker did 110.1 horses at the back wheel. Bob's bike uses an S&S top end and carb. The motor was massaged by Rick Nelson who works out of Cajun Cycles Harley-Davidson in Lafayette, Louisiana. You can read all about it and see some pics on the pages of *Quick Throttle* also.

This was a wet and windy Bike Week. Friday and Saturday, March first and second, it rained on and off all day. Sunday through Thursday the sun was out. Friday, the eighth, it was overcast with drizzles, but dry for the most part in certain parts of town. Saturday and Sunday the skies opened up and flooded central Florida. There are many lakes in the region. The 200-mile race was postponed till the following day then was bumped to the next Saturday. By then, most of the riders were back to their jobs or on their way home. It finally was won by an ex-Harley factory rider, Miguel Duhamel, on a Smokin' Joe-prepared import. Chris Carr finished last season 12th overall in the VR1000 Superbike class.

I did get the chance to drop by the new Carl's Speed Shop. There were several vendors showing off their aftermarket Harley products, including Arlen Ness, Andrews Products, Barnett Tool and Engineering, Kosfob and S&S Cycle. Carl has a much larger facility in Florida than he had in California.

Hey I'm gonna cut it off here. Spring has sprung in the Southern states. Trees are sprouting blossoms so things biker-wise should be happening. How about dropping me a line. Until then, see ya.

—Rip

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FAMILY TRADITION

Fiction by Ken Hodgson
Illustration by Marc Johnson

Devin had never killed anyone before. Now he found himself looking forward to it. For years he had kept that recurring urge to kill safely tucked away in a dark corner of his mind. No longer. When he found only a freshly-cut chain laying on the blacktop where his new Road King had been parked, something snapped. His goal in life now was to find the lowlifes who had stolen his dream machine and make them pay.

"You want me to call the police?" Rounder, his riding buddy, asked when he came out of the bar to find out what all the yelling was about. When he saw a heap of cut chain glistening in the night where his friend's bike had been, he knew.

Rounder placed a sympathetic hand on Devin's shoulder. "You gotta have a police report to collect from your insurance company," he said softly.

Devin felt every muscle in his lanky frame tighten. He fought back the red rage washing through his soul. It wasn't easy, but Rounder was his friend. "I—I didn't have it insured yet. You know I just bought it yesterday," he finally stammered. →

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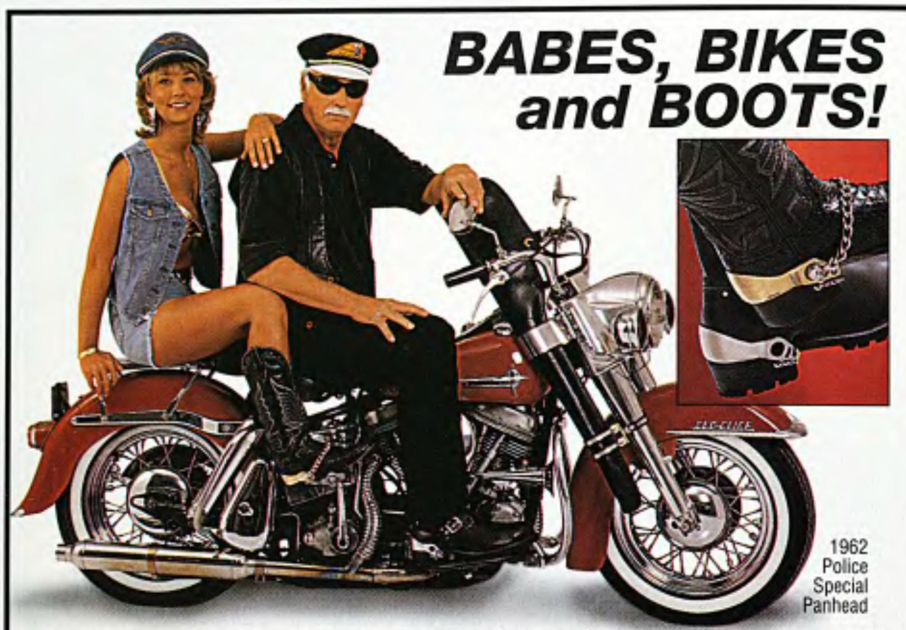

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"Oh shit!" Rounder said.

"Save it for the assholes who ripped off my bike," Devin replied, gaining control of himself. "I'm going to take care of them—my way."

Rounder looked his riding buddy over. Never in the three years he'd known him had Devin ever showed real anger. He was as skinny as a poorhouse snake and always had an unhealthy pallor on his bearded face. It was like he was suffering from some terminal illness. Everyone who knew him had decided it was from working nights all the time. He was always a happy and fun-loving guy with a reputation for shooting pool and being able to drink anyone under the table. There was no way Devin Drake could be a match for a gang of professional bike thieves.

A steady stream of bikers and their leather-clad ladies poured from the door of the roadhouse out into the sultry east Texas night. All of them expressed outrage that such a thing could happen right in front of their favorite watering hole—especially to a man they all called a friend.

Olga, a blond waitress who was always after Devin to take her riding, came up to him with tears running from her blue eyes and gave him a hug. She recoiled as if she had been shocked. "Hon, you're like squeezing a piece of iron."

Devin swallowed hard, forced himself to relax, and returned her embrace. This time he felt soft to her touch. "I'm sorry, Olga. This has me plenty uptight."

The blonde forced a smile, "I know hon. You worked so hard for that new Harley. The boys will help you get it back. I know they will," she said as cheerfully as she could.

"Yeah, sure, we'll get it back," Devin spat.

"Professor, exactly what is your field of research?"

"There's been a lot of bikes stolen lately," Long John interjected. "Some dudes from Beaumont were through here the other day. They said half a dozen Harleys had been ripped off down there. It's a gang of professionals working through here, for sure. They also said the bastards drive a black van and carry automatic weapons. Some guy who caught them taking his bike got shot full of holes, and they took his Harley anyway. He barely lived. He's the one who saw the van."

Flashing red and blue lights coming down the tree-lined highway took everyone's attention. Devin cursed under his breath. Someone had called the law. Taking care of answering their questions and filling out forms would cost him time while the thieves got farther and farther away with his Harley.

It took even longer than he expected. The two sheriff's deputies were sympathetic, but they had to have serial numbers, registration papers and a detailed description of his new Road King. Devin's blood boiled anew when he told the surprised officers there were only 200 miles on the bike and that he'd paid cash for it just yesterday. "Tough luck, son," the older deputy said. "But there have been quite a few Harley-Davidsons stolen lately. You guys should keep a better eye on them—and get some insurance."

Devin gritted his teeth but held his tongue. These officers weren't his enemy. They just didn't have any idea as to how deeply their words cut into him.

For two long, hard years he had worked the graveyard shift at a paper mill to save up enough money to buy that new bike. All the while, he rode an oil-dripping rat of a Sportster. Many mornings he'd come home from his job so sore and tired he could hardly move. He would pour himself into bed and read motorcycle magazines till he drifted off to sleep with the coming dawn.

After the officers left, Rounder gave him a ride home on the back of his old Shovelhead. Devin climbed off the rumbling Harley and said, "Thanks for the lift."

"Don't do anything stupid, partner," Rounder said. "Come down to the roadhouse tomorrow night, and we'll do some planning."

"Yeah, I'll see you then." Devin watched as Rounder rode off into the darkness. He shot a glance at the shed that held his old Sportster. That rat was his only ride again but it ran well enough to take him in pursuit of those thieves. At least he had that much left.

A dog began howling mournfully in the distance. "I know how you feel, believe me I do," Devin said as he turned to walk up the creaky wood steps to his old house. He tossed his leather riding jacket onto a chair, took a cold beer from the fridge, and flopped down on the couch with a sigh.

He didn't know what had disturbed him the most: getting his Harley stolen or the feelings of total rage that had filled his thoughts.

Years ago he had taken a new name. His family's reputation was too well known, far too recognizable. The last thing Devin wanted to do was turn out like his father.

More than anything, he wanted to distance himself from that black past. Only it was becoming apparent to him he couldn't run away from genetics. His father had left him with a legacy of booby-trapped genes that exploded when he got angry. Tonight was the closest he had ever come to totally losing control. When that red curtain came down behind his eyes he only wanted to kill. As he sat there on the couch sipping on a beer, he told himself he would find those bastards who stole his bike. When he did, he wouldn't even try to control his father's tendencies. For the first time in years, Devin drifted off to sleep with a thin smile on his lips.

WHEN THAT RED CURTAIN CAME DOWN BEHIND HIS EYES HE ONLY WANTED TO KILL

Rounder was sitting at the corner table nursing a pitcher when Devin came into the roadhouse. He poured a glass full of beer and slid it across the table. "Thought you might have hung yourself. Glad to see you didn't."

"Oh, I'm already pretty well hung," Devin quipped, as he sat down and took a long swig from the foamy mug.

Rounder let out a laugh. It was good to see his friend had recovered a little from last night's disaster.

"I stopped by the Sheriff's office on my way over. That's why I'm late," Devin said, serious now. "They told me where Harleys have been stolen in the vicinity." He unfolded a map and turned it to face Rounder. A large black circle enclosed parts of east Texas and Louisiana. A number of cities inside the ring were underlined in red ink with numbers scratched alongside.

"The numbers show how many bikes have been stolen there." Devin took a sip of beer and continued, "You can see there's been over fifty Hogs stolen in total. Every one of them has been a late model. These people are only after primo bikes. That's why your Shovel's safe."

Rounder grinned and refilled his glass. He studied the map and frowned. "Hell, buddy, that's a lot of country. They could be anywhere."

"It's not so much where as when."

"What do you mean?" Rounder asked, interested now.

"They're going around this circle like clockwork," Devin said, pointing with a pale finger. "They stole six Harleys in Beaumont last Friday. Mine last night, also on a Friday. If they keep going around like they have been, you can see they always move clockwise—my guess is they'll be in Huntsville next Friday."

Olga set a fresh pitcher on the table. The blonde batted her blue eyes at Devin and said, "This one's on me. I thought you could use it."

Devin gave her a smile. "Sweetie," he said, "when I get my ride back let's grab a bottle of cheap wine and hit the wind. What do you say?"

The blonde obviously hadn't been expecting him to be in such a good mood. Her best guess was he would be moping around for weeks. His upbeat manner was a complete surprise. "Why sugar, what made you wait so long to ask? Anytime you want. We don't need to wait. That Sporty of yours will be just fine."

"If I don't miss my guess, Olga, I'll have my Road King back in a week or so; a classy lady needs a classy ride."

She planted a quick kiss on Devin's cheek and headed off into the smoke-filled, noisy room. It was Saturday night and the place was too busy for further talk.

Rounder shook his head worriedly. "Bro, just because you think you know when these suckers are going to crawl out from under a rock doesn't mean you'll get your ride back," he grumbled. "Huntsville is a big town."

"Not really that big when it comes to biker hangouts, " Devin countered. "These guys always hit on a Friday night. That's when most bikes come out for the weekend. I don't have a lot of doubt they spend some time in the area first. These turds are pros—if you can call Harley thieves that nice of a word. My bet is they hang around asking questions like who's got a →

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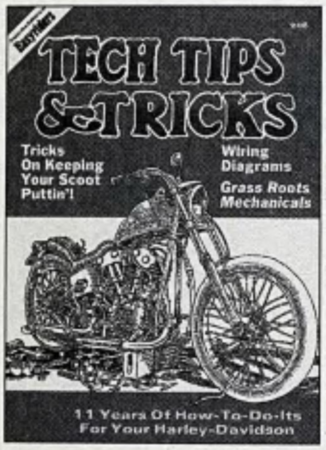

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new ride, then find out where the dude works and when he has the bike out, that sort of thing. They're calculating SOBs; we need to give them credit for that."

"You gonna take your ideas to the law or are you plannin' on getting your hide ventilated like I think you are?" Rounder asked with a troubled look.

"All the law would do is put them in jail. I really don't think they would believe me anyway. Every town is another jurisdiction. Ripping off Harleys doesn't rate real high on the crime scale in a lot of places. To John Law, bikers aren't voting citizens."

"Hell if I don't vote," Rounder growled, then he thought on the matter for a moment. "Yeah bro, I know you're right. Most local yokels would rather give out speeding tickets than find a ripped off Harley; it pays better."

"I took some vacation time from the mill," Devin said with a look of satisfaction. "I haven't had any time off for two years. This seems like a real good time to putt over to Huntsville for a few days."

"I'll round up a few of the bros and go with you," Rounder said firmly. "You're not going by yourself."

Devin squeezed the mug so hard it shattered in his hand, spreading beer and broken glass over the table. His unblinking black eyes never left Rounder's. "No. Some things a man has to do by himself," was all he said. Rounder felt like the temperature in the bar must have dropped 20 degrees. There was something about Devin's cold gaze that told him his pallid little friend just might be able to take care of himself.

"Sure thing, bro," Rounder said, as Olga came over with a bar towel and began cleaning up the mess. She replaced the broken mug with a frosty glass and left without saying a word.

"You cut yourself," Rounder said, looking at Devin's hand. He watched with a shocked look when Devin stuck a bloody finger into his beer and stirred. The amber fluid turned a pale crimson.

"I just love red beer, don't you?" he remarked with a strange faraway smile, then added happily, "How about a game of pool?"

For the rest of the night, Devin's mood remained high. He played game after game of pool, winning most of them. Pitchers of beer were downed as he told every bad joke he could think of between shots.

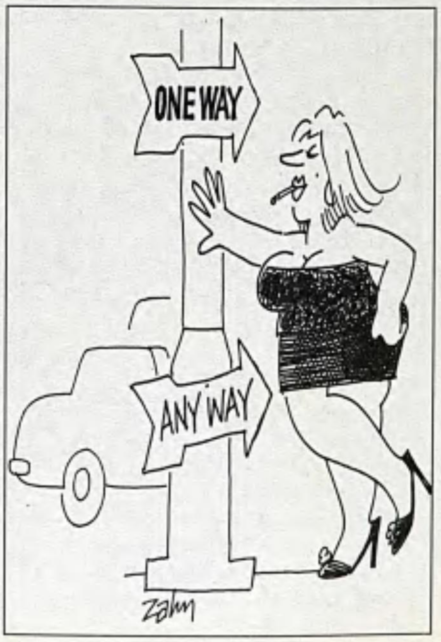
Upon leaving the roadhouse at closing time, Devin gave Olga a squeeze on her firm bottom. She giggled like a schoolgirl and smothered him with a steamy kiss. Rounder shook his worried head and wondered what in the world could cause a man who was likely as hell to get himself killed in a few days to be so damn happy.

Huntsville had two biker bars, one on each end of town. Devin divided his time between the two. The skinny biker made friends easily. Ladies were especially drawn to the laughing, dark-eyed stranger with the neatly trimmed black beard. He was careful to lose most of the pool games he played and to buy a round of drinks on occasion. After a couple of days, he was accepted as a regular.

Angie was a dynamite barmaid at the Red Dog Inn. She had a perfect body with shapely legs that reached all the way from the ground to heaven. When she proudly told Devin that her ol' man, Digger, had just taken delivery on a new Heritage Softail, he knew where to wait. There was no way those bike thieves could pass up such a prize. That night the glistening new Harley sat chained to a power pole in front of the bar. Like a flower attracts a bee, Devin thought.

Wednesday night passed uneventfully; he shot his usual games of pool and chatted with his new friends. No one talked about bikes being stolen and he was careful not to bring up the subject. He was the only newcomer around. If these friendly folks were going to be suspicious of anyone, it would be him. Most of all, he wanted to fit in and remain unobtrusive.

Everyone in the bar took turns going outside and drooling over Digger's Softail. It was a beauty. Devin angrily remembered that only Thursday of last week his Road King had received the same envious attention. He knew without a doubt the same thieves who ripped off his bike would certainly take this one. If they held to their schedule, Friday night would be when they made their move. By then, the new Harley



parked in front of the bar wouldn't be the center of attention. A quick snip of the chain with a large pair of bolt cutters and a hasty push up a ramp into the back of the black van and Digger's shiny new Heritage would be gone in a heartbeat. Devin hoped sincerely no one in the Red Dog Inn would see it happening and try to stop them. By all accounts these Harley rustlers had very nearly killed that man in Beaumont. Angie, Digger and a lot of others had become friends of his. He would see to it that Digger's Heritage would be returned, but it had to be stolen if Devin was to ever see his Road King again.

There was no doubt in his mind the black van was simply a means of transport and concealment. The stolen Harleys had to be taken to a central point. There, leisurely working in a well-equipped shop, they could alter serial numbers, change paint jobs or chop the bikes into parts for sale in flea markets. This shop is where Devin knew his Road King was. He only hoped they hadn't gotten around to butchering it yet. He took a long drink of his beer and listened to the talk about Digger's new bike. He tried hard to think up some worse fate for the Harley thieves than the one he planned. Finally he gave up, grinned, and ordered a fresh beer. Then, almost as an afterthought, he bought a pitcher for Digger and Angie.

Thursday night, a full moon bathed the area in front of the Red Dog with a pale yellow light. Devin took a seat at the end of the bar. There he could sit with his back to the wall and keep an eye out the window. He turned down all requests to shoot pool. Slowly he nursed his beer and watched the traffic on the road outside.

It was just past 11 when Devin saw a battered black van drive by. "I've got to get a pack of cigarettes out of my saddlebags," he said to Angie. Leaving the bar he dashed into a covering of shadows alongside the building and waited. His instincts had been right. The van came by again, this time slowly. Devin saw a fat bearded face looking through an open window at Digger's new Harley. Devin paid little attention to whoever was in the van. He knew he would get to know them better soon. As the van sped up, leaving a cloud of oil smoke hanging in the still night air, Devin Drake was a happy man. His keen eyes had made out every number on the black van's license plate.

"I didn't know you smoked," Angie remarked when Devin took his seat again.

"I keep forgetting I quit," he said. "It's a bad habit. Old habits are hard to break, you know. By the way, give me some quarters." He tossed out a five spot on the bar. "I've got to call a friend of mine."

"She'll be glad to hear from you," Angie said with a smirk, counting out the money.

Olga answered the phone. "Listen honey, it's Devin. I need to talk to Rounder—it's important." The blonde felt the urgency in his voice and called him over.

"Get a pen and write this down,"

DEVIN BASKED IN THE HOT FEELINGS OF POWER AND HUNGER THROBBING THROUGH HIS VEINS

Devin said when Rounder picked up the receiver.

"Where the hell are you?"

"I'm still in Huntsville. Now listen, I'm on a pay phone and don't have a lot of time. I have the license number of that black van those Harley rustlers drive."

"Holy shit Devin, how did you get that?" Rounder asked.

"They just drove by, and I read the damn thing. Now take down the numbers and call me back at nine tomorrow night. I need you to run down who owns it and most of all where they live. You can do this tomorrow at the DMV. Tell them the van hit your dog or something. Make it convincing but not anything that'll attract their attention, okay?"

Devin read the numbers slowly and had Rounder repeat them back to him. He fielded all of Rounder's questions then told him he was out of money and hung up. He picked out his favorite stick from the rack and, carrying a handful of quarters, went to the nearest pool table. It was time to relax a little. Tomorrow was shaping up to be a busy one.

The next night, as Devin sat at the bar nursing a beer, he realized how his father must have felt before he did his famous crimes. He was like a cat stalking a mouse. His senses were heightened to an unbelievable level. He was listening to a very interesting proposition going on in the back booth between a sweet young thing and an old graybeard when the phone rang. "Lots of luck, old man," Devin mumbled as he went to take what he knew was Rounder's call.

"Yeah, what have you got, ol' buddy?" Devin asked.

"It wasn't easy getting the owner's address," Rounder said. "I finally bought lunch for one of the Sheriff's deputies who rides a Harley. He looked it up for me."

"I owe you one, Rounder. Give it to me."

"The owner is Wesley Maynard. He lives at 6218 Farm Road 2208, just south of Rock Creek. That's a little north of Lufkin, about sixty miles from Huntsville."

Devin laughed, "With a name like Wesley, he's got to be a dork."

"These guys are no laughing matter. Remember what they did to that dude in Beaumont. I can get some bros together and head over there."

"No. We don't know for sure that's where they're stashing the Harleys. I'll scope them out and get back to you."

"You're worrying me, man. Don't go do anything stupid."

"Dealing with a dude named Wesley, how could I do anything stupid?" Devin chuckled, as he hung up the phone.

Devin kicked his old Sportster to life while taking a long look at Digger's Heritage. "Sorry, man. You'll get your ride back and those guys won't mess with anyone ever again," he said to himself, as he clicked his Harley into gear and wicked up the throttle.

He paid scant attention to the dark van that was parked under a sheltering of trees a block from the Red Dog as he rumbled into the night.

When the black van turned from the blacktop and drove up the gravel road to a battered barn, Devin was watching from high in the branches of a spreading pecan tree. He had been there for more than two hours. From the sounds coming from the barn he knew there was only one man inside. The doors swung open and the van drove into the building.

With the agility of a cat, Devin scampered down from the tree. He forced himself to wait for a few long minutes once the van had been closed up inside the barn. There was light shooting from a window by a side door. Silently he glided through the darkness and peered in.

Three lowlifes with scraggly beards and beer guts drooping over their belts were backing Digger's Heritage down a ramp from the back of the van. A quick look showed at least a half dozen →

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other Harleys, including his hard-won new Road King. He now welcomed the red rage he had fought against all these years. Devin basked in the hot feelings of power and hunger throbbing through his veins.

He strode over to the wooden side door and smashed it open with a single, swift kick. The three surprised bike thieves spun around to meet him.

"Hello, assholes. Daddy's little boy is here and he's really pissed. And his name wasn't Drake, it was Dracula!" Devin hissed through fanged teeth.

One of the three guys pulled an automatic weapon he had stuffed under his belt, aimed it at Devin, and began firing. When the clip was finally empty Devin calmly looked down at the holes in his T-shirt. He frowned and said, "Haven't you guys ever watched any old movies? Bullets can't hurt a vampire. They just make us mad and like I told you, I was already pissed off when I got here. That Road King you stole is mine."

The thief with the gun threw it away, replacing it with a switchblade knife. He let out a growl and charged toward Devin. The other two hesitated for a second, then drawing blades of their own joined in the mad rush. As easily as an angry child tosses a rag doll, Devin sent the three sprawling across the barn and into unconsciousness.

When the Harley thieves awoke they found they were hanging head down from a crossbeam. Ropes also bound their arms behind their backs. One of them, Devin didn't know or care what his name was, began blubbering and crying, begging to be let go.

"Most of the folks you stole bikes from," Devin said in a maddeningly calm voice, "sweat blood to buy them.

"I thought it was amazing, how they cut down those trees with their teeth!"

Now it's your turn to make a donation." His black riding boots never touched the dirt floor of the barn as he glided to the thief doing all of the sobbing. Just before sinking his fangs into the man's neck he whispered in his ear, "Paybacks are a real bitch." Then for the first time in his very long life Devin began to follow in his father's footsteps.

* * *

Olga let out a squeal of joy, ran to Devin and gave him a hug when he walked into the roadhouse the next night. She looked at him closely for a moment and commented, "You look positively rosy. I've never seen so much color in your cheeks. That trip did wonders for you."

Devin grinned, "You might say I had more to eat than usual."

Rounder was hot on her heels and said, "Man, we were worried about you."

Devin shrugged his shoulders, "Nothing happened. My Sportster broke a fuel line on the way over there. By the time I got it fixed and gassed up it was morning. I just putted home and got some sleep."

"The Sheriff was by earlier looking for you," Olga said happily. "They've got your Harley. It doesn't even have a scratch on it. You can pick it up just as soon as they do some paperwork."

Devin feigned a look of surprise and said, "That's great. Did they get the thieves?"

"Yeah. Funny thing, the law said they got an anonymous call about a disturbance at that place early this morning," Rounder replied. "When they got there, they found three dead guys. I asked the one cop I know how they got that way. He turned a little peaked and told me I really didn't want to know. My best guess is there was a fight among themselves. It's a good thing you didn't make it out there, ol' buddy. You could have been in the middle of it."

"It's a lucky thing my Sporty broke that fuel line, I guess, but everything worked out fine. I'm getting my bike back and those guys won't be ripping off anyone else's Hog."

Olga squeezed his hand, "Don't forget, Devin, you still owe me that night ride. I'll even buy the wine."

"Just make sure it's red," Devin told her.

"Why, Devin," she cooed, "I didn't know you liked red wine."

"Oh, I come from a long line of connoisseurs of fine drink. You might say it's a family tradition," Devin said. He gave the blonde a kiss and then went to shoot a game of pool with his friend. ⊙

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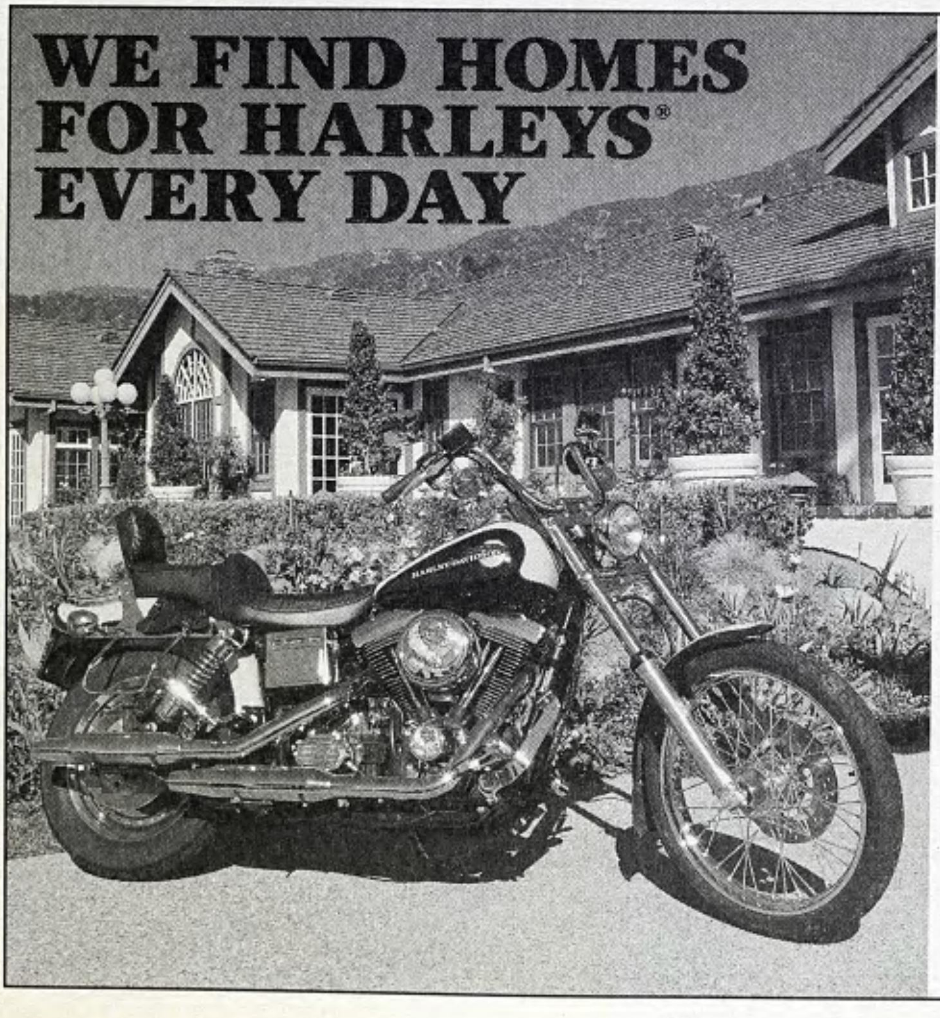

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The long-anticipated Ness interpretation of the Softail chassis is finally here. This frame represents a new approach to the Softail design, mating the popular Softail suspension with a sense of style that could only come from Arlen Ness. Constructed of rugged 1 ¼-inch diameter cold-rolled DOM 1020 steel tubing, these frames create a massive fat look.

The swingarm pivot point has been raised (photo 4) to reduce "squat" under heavy acceleration and improve handling in corners, and the suspension travel has been modified to a lowered bike configuration (photo 1), while using stock-length shocks. Of course, the styling and finish are also first rate.

This chassis is designed to take a solid-mounted engine and five-speed Softail-style transmission case, with up to a 180 tire and a belt drive. (With the Ness 10-001 big wheel kit you can get even bigger.) These frames are available in three versions: 2-inch stretch, 35-degree rake with or without flatside fatbob tank mounts, and 5-inch stretch, 35-degree rake without tank mounts. No special orders for other stretch/rake combinations will be accepted. The frame kits include a custom frame, custom swingarm, swingarm pivot bolts and tube, rear splash guard, Ness 8 ½-inch fender rails, axle spacer, and oil tank.

The frame works with the stock rear axle and any of the Ness belt guards for easy assembly. Ness recommends the Progressive Suspension #19-503 (chrome) or 19-499 (zinc) shocks with these frames.

That's the nuts and bolts. Arlen designed this frame with the assistance of Rick James (photo 3) from England, who built the fixtures and prototype in the Ness facility (photo 5). But, unfortunately, Rick was called back across the Atlantic due to his father's illness.

Daytec, owned and operated by Phil Day, picked up the project, and after a few final mods, now manufactures the final chassis.

—*Wrench*

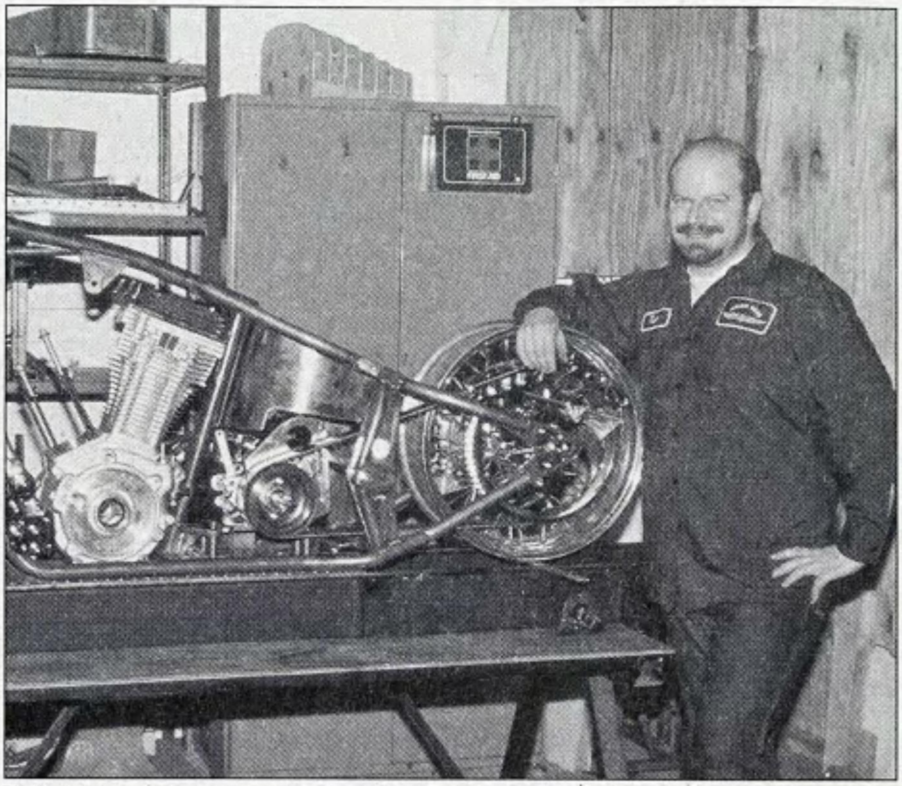


Photo 1

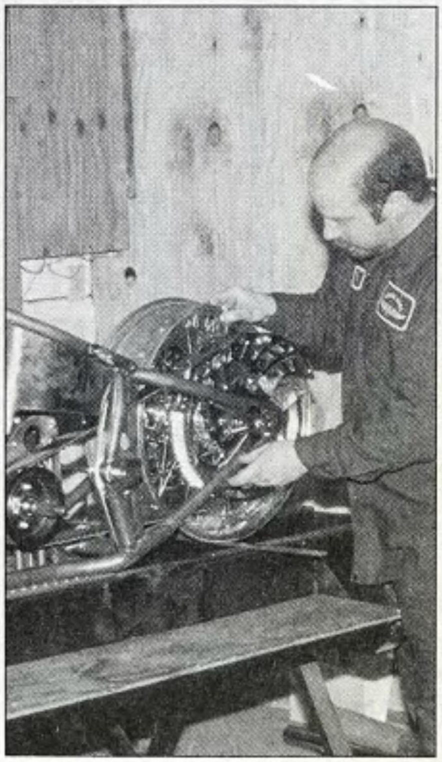


Photo 2

Photo 3

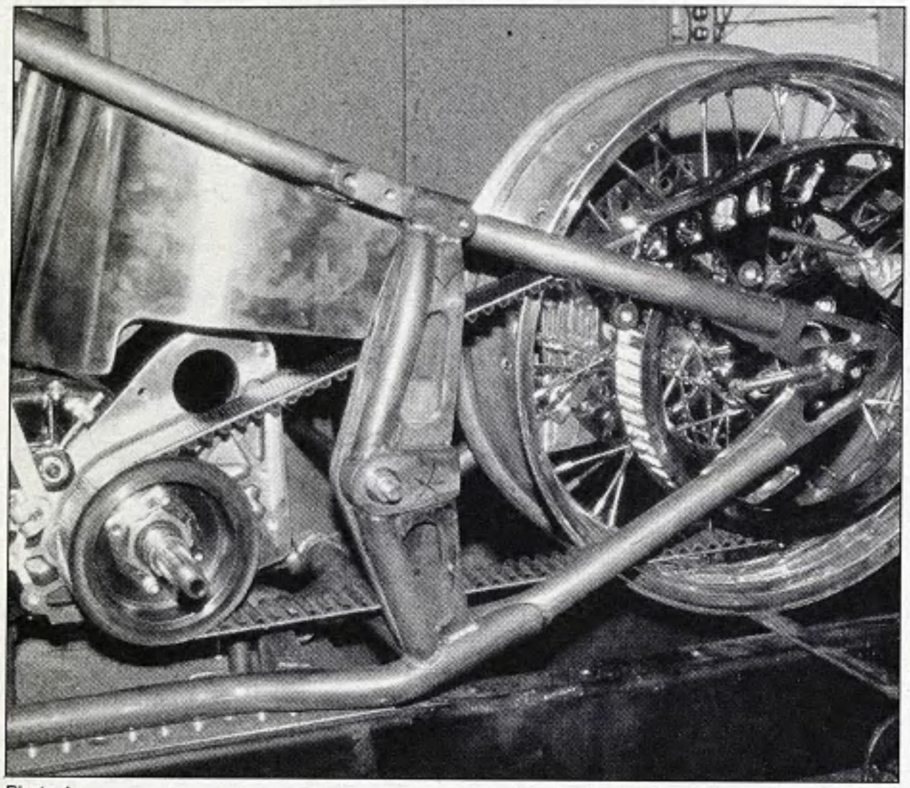


Photo 4

Source

Arlen Ness
16520 East 14th St.
San Leandro, CA 94578
(510) 276-3395
(510) 276-3534

06-140:
Ness-Tail frame kit, 2-inch stretch, 35-degree rake without tank mounts

06-141:
Ness-Tail frame kit, 2-inch stretch, 35-degree rake with flatside fat-bob tank mounts

06-142:
Ness-Tail frame kit, 5-inch stretch, 35-degree rake without tank mounts

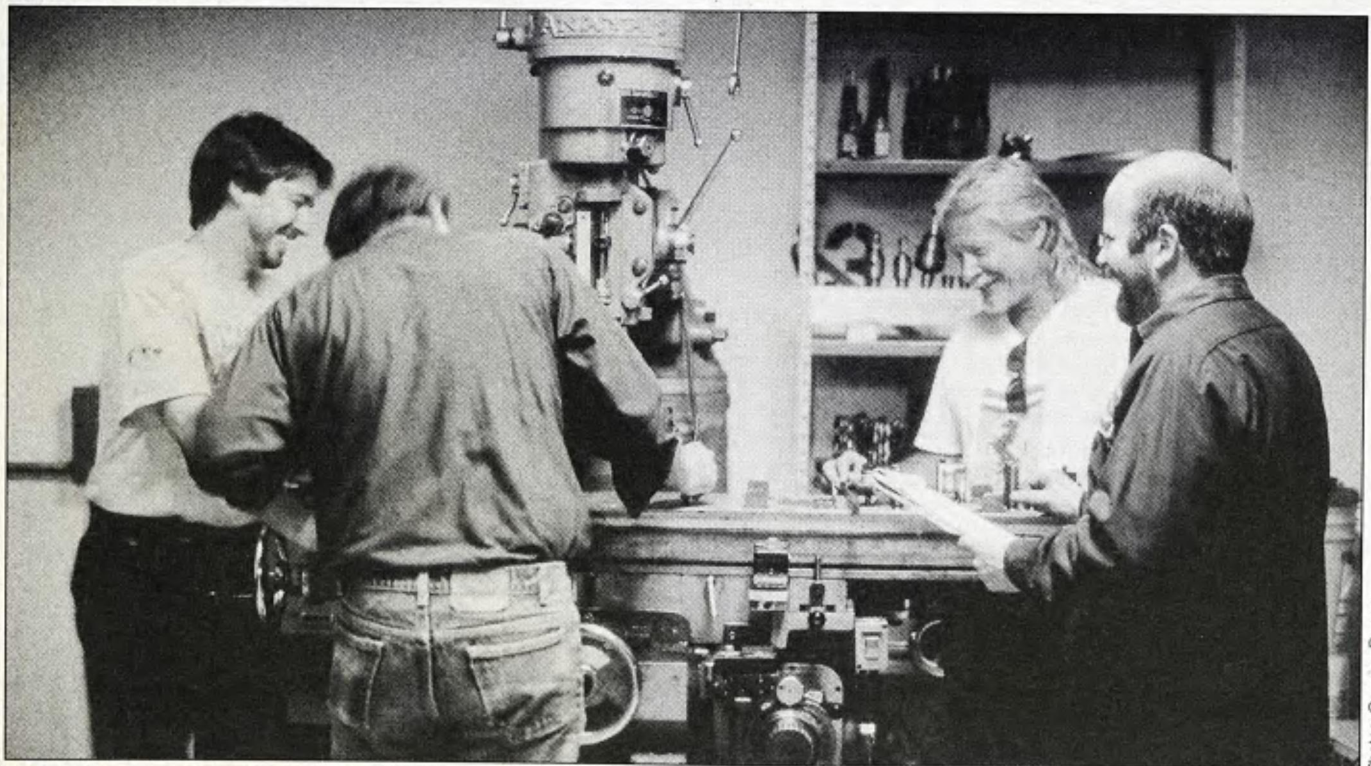


Photo 5

Photos: Carmina Besson

TECH TIPS

GETTING LOOSE
Stuck Bolt (And Nut) Strategies

Threaded motorcycle fasteners are a great invention. Usually, they make assembly—or disassembly—fast and easy. But add age, funky design, corrosion or just repeated high temps, and things can seize up. My pet peeve is Shovelhead rocker arm capscrews (photo 1). The unhappy result? Stripped threads, rounded nuts, snapped shanks, broken studs. So, here are some tips to attack the problem—whether you're a religious restorer, rabid rodder—or just a run-o'-the-mill wrencher like me.

Marinate first. Before you even grab that wrench, apply a penetrating type oil (photo 2) or solvent to exposed threads or even bolt heads. Be patient; with repeated squirtings and an overnight wait, oil will migrate a surprising distance. A similar trick: spray or soak with soda pop (photo 3). Its slight acid content can help get things loose. Colas are especially good since they often contain both carbonic acid for fizziness and phosphoric acid for taste.

Pick the right weapon. Monkey wrenches are out, unless fastener flats are hopelessly rounded. To prevent that, use the correct size and type for the job. Particularly desirable are box-end wrenches (photo 4) that contact the flanks instead of the corners of the nut or bolt head. Look for Bonney "Loc-Rite" or Snap-On "XDH" series. Also, specialty attachments let you use quality ratchet drives to grip things like stud ends, slot or Phillips screw heads (photo 5) or socket head bolts. You can make the latter by severing a section of an Allen key with a carbide rod saw and wrenching on it with the correct box-end (photo 6) or socket. Don't ignore special factory spanners (photo 7) for restricted-access or non-standard fasteners like head bolts, inspection ports.

Torque in reverse. With the use of step-up adapters and long-arm wrenches, it's easy to exert excessive force trying to loosen a small fastener

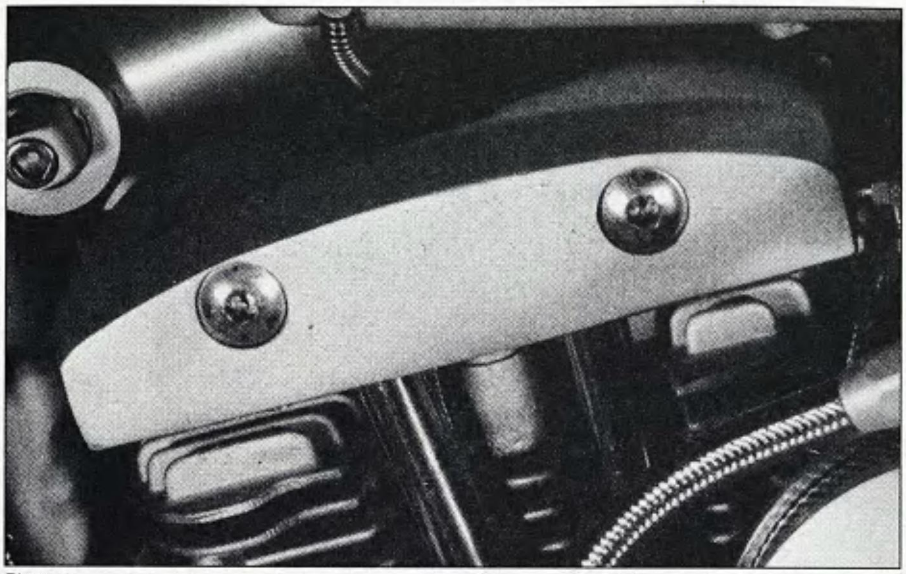
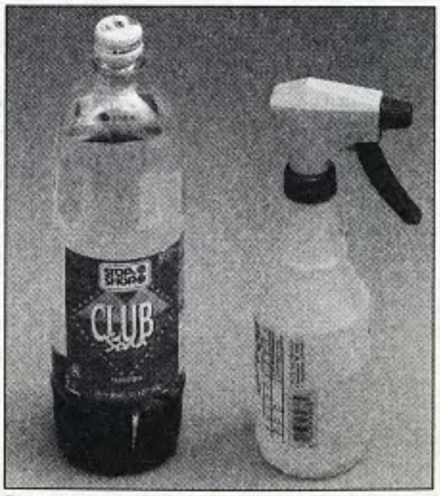


Photo 1

Photo 2



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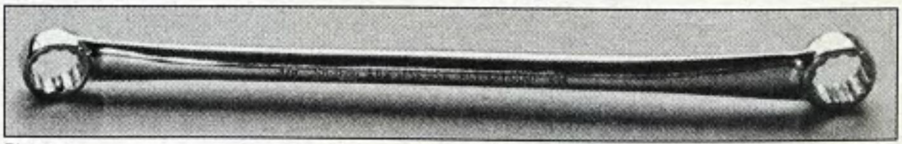

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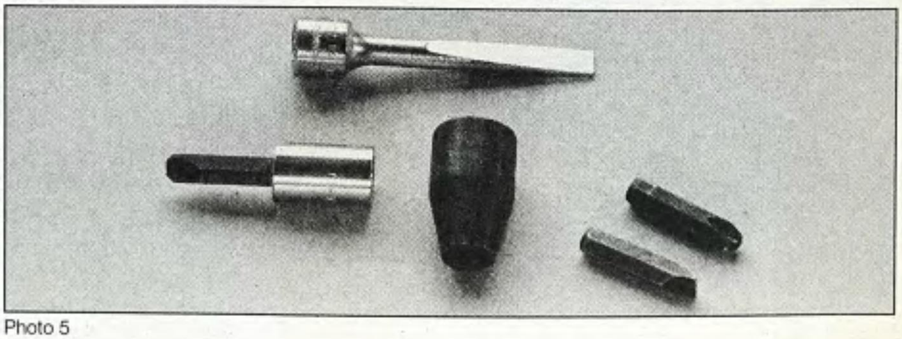

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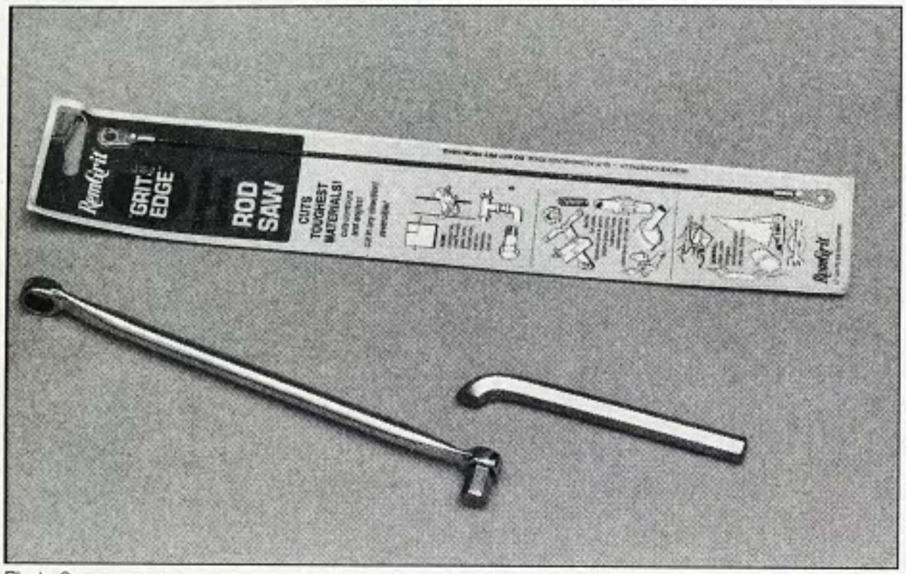

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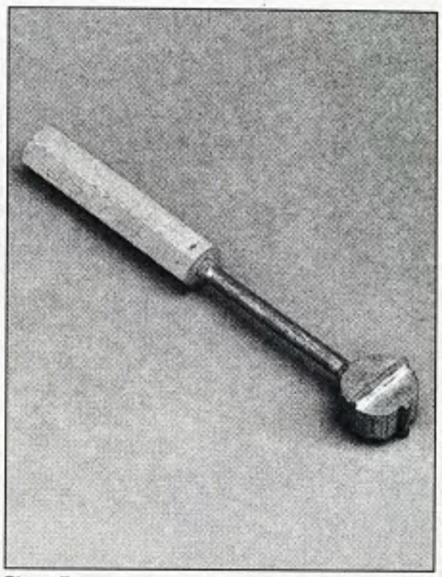
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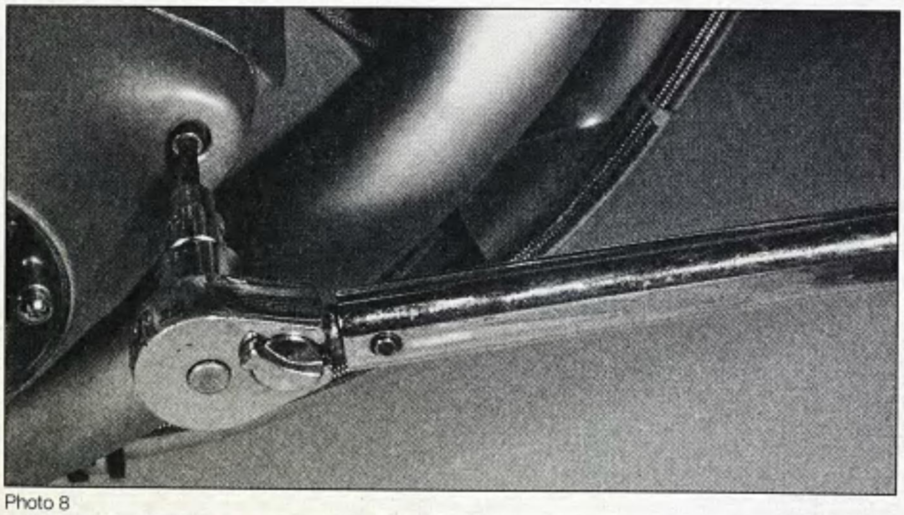
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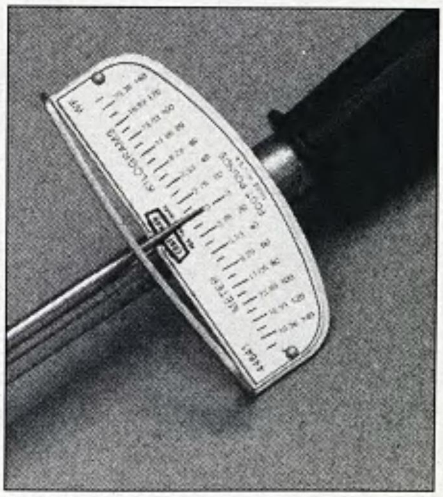
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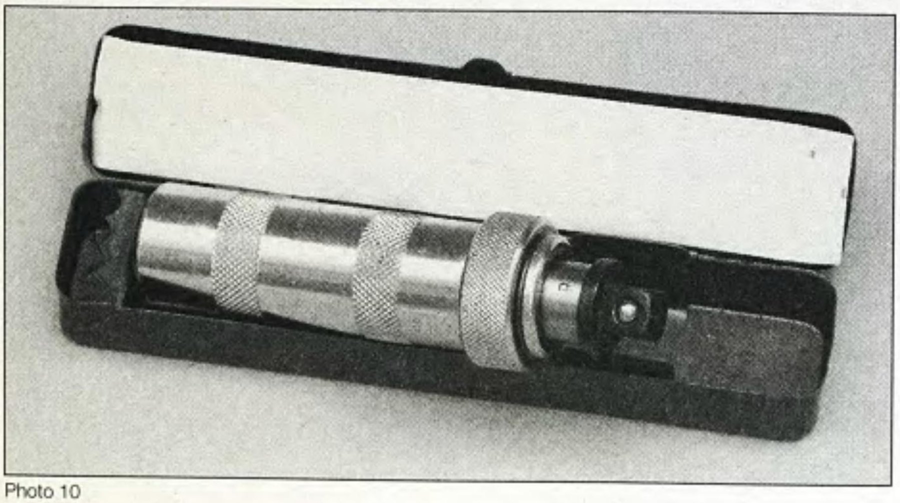
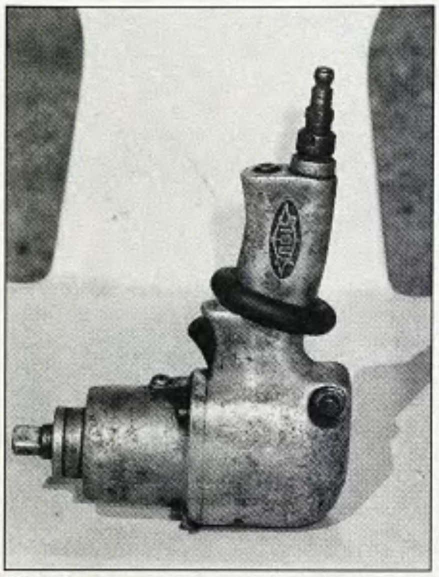


Photo 10

(photo 8), so take care. Sounds strange, but try a beam-type indicating torque wrench (photo 9) to unwind recalcitrant items. That way, you can see if the force you are applying may threaten to snap the shank. Generally you can safely go to about one and a half the rated tightening torque of the fastener (see table: note that aluminum threads are rated lower). Beyond that, take the next step below.

Use the driver's seat. Impact drivers are invaluable; they deliver a high but very short duration loosening force. Small hand units (photo 10) are struck with hammer; I prefer the smoother operation of electric or pneumatic →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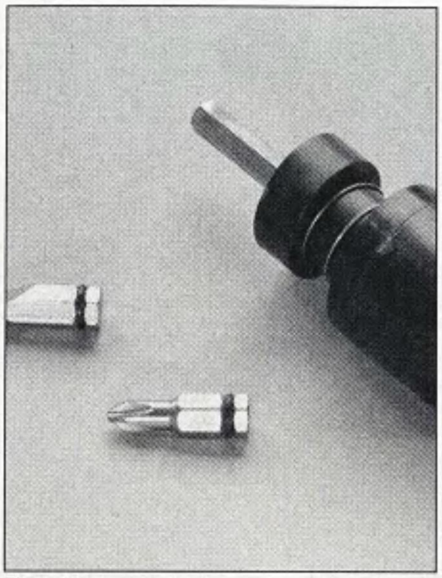
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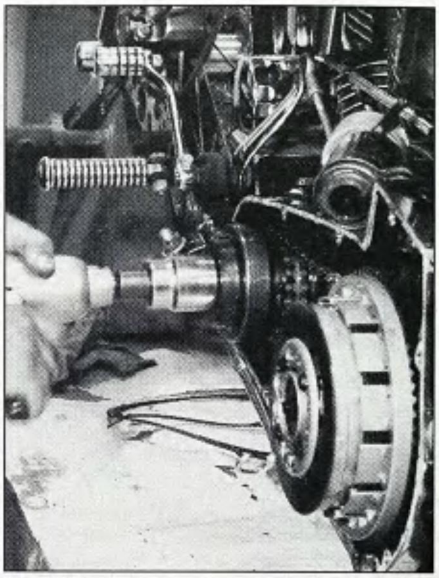
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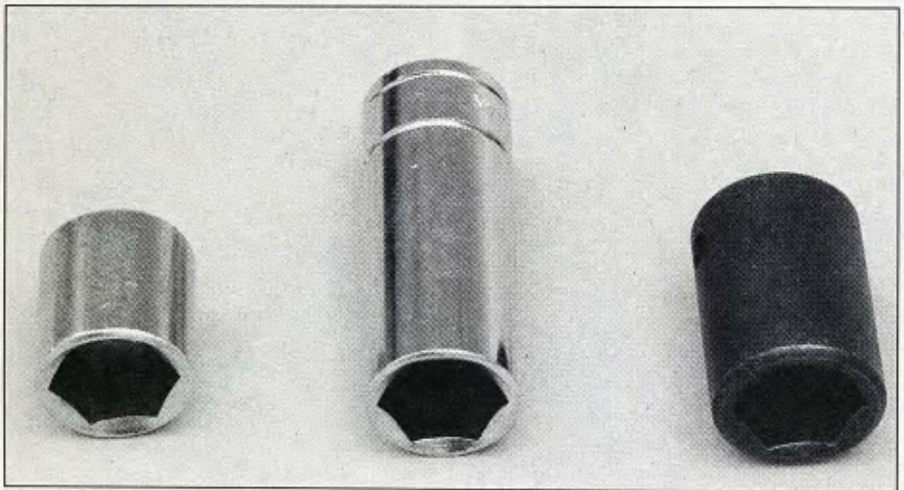
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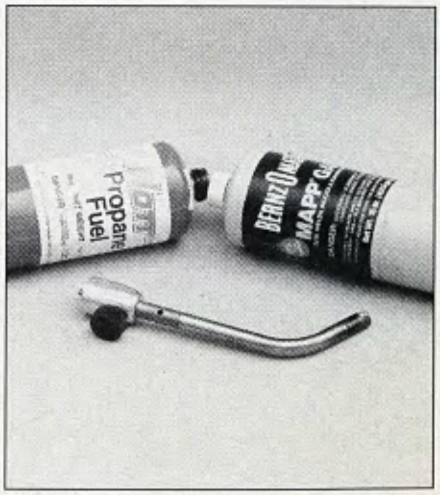


Photo 15

(photo 11) units. For light work, there are even attachments for electric drills (photo 12). Another plus: they will let you loosen sprocket or hub nuts (photo 13) without having to immobilize the associated driveline. They can be rented by the day—or by the hour—and will do a lot of disassembly in a big hurry. For best results, use these drivers with special, heavy wall socket wrenches (photo14, right).

Heat helps. Slow and careful application of a small gas torch (photo 15) flame to the aluminum surrounding the steel fastener can loosen things by differential expansion—steel cap screws in aluminum

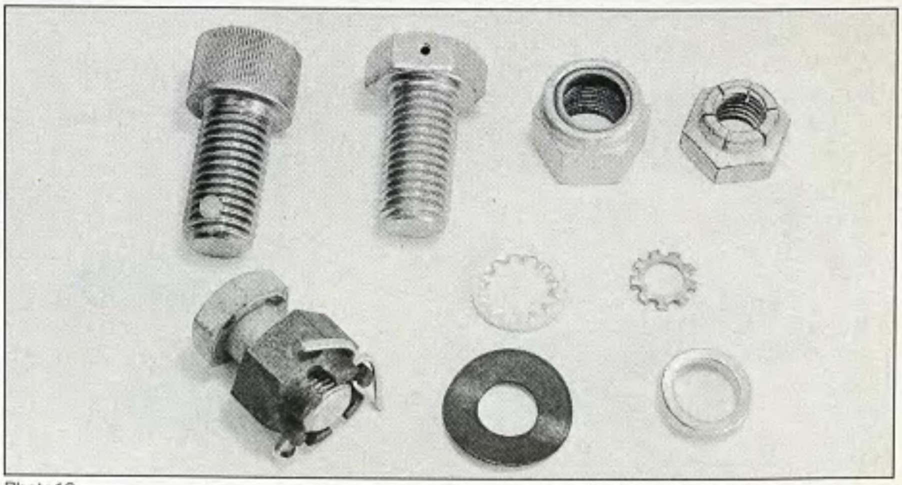


Photo16

cases, for example. Several heating and cooling cycles can free things up as well.

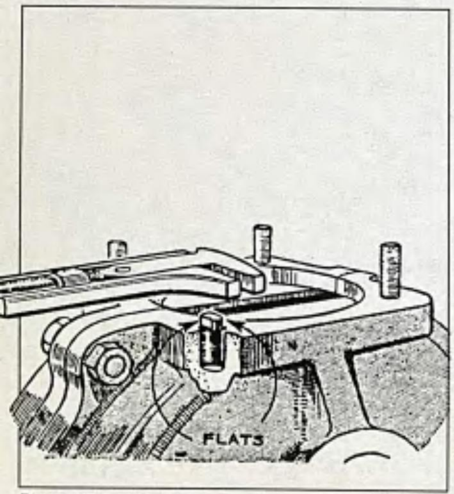
Preventative medicine. Fastener assembly lubricants can help forestall later problems. But many anaerobic locking liquids do not work well with oil. One solution: use mechanical or nylon insert thread lockers (photo 16). There's even a liquid nylon compound that can be applied (photo 17) where needed. And prevent corrosion and seizure of brake line components with silicone-based DOT-5 fluid (photo 18). Because it's non-hygroscopic, it won't attract water into the system.

The last resort. Finally, here is some help if—despite all your efforts—that danged doohickey does snap or strike like a sclerotic splinter. Broken studs or bolt shanks can sometimes be filed flat and backed out via waterpump pliers (illustration 19). Easyouts (photo 20) can be driven into drilled-out threads and unscrewed, hopefully with the remains attached. Splitters (illustration 21) let you convert rusted-on, rounded-off nuts into the metal trash-bin fodder they deserve to be. And there are even outfits that specialize in that crumbling out broken taps and fasteners from valuable castings via electrostatic discharge (ESD). Check the Yellow Pages. Then, exercise your elbow with a tall cool one—while your skinned knuckles heal!

—*Jake*

Photo 17

Photo 18



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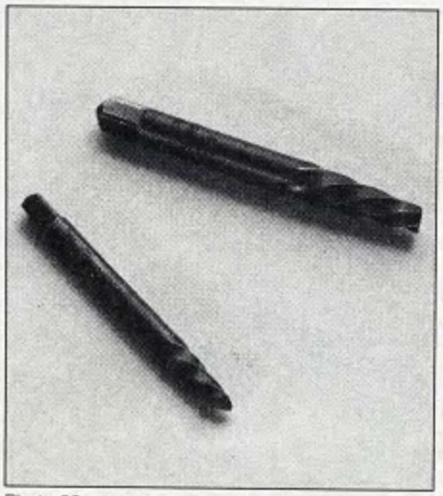
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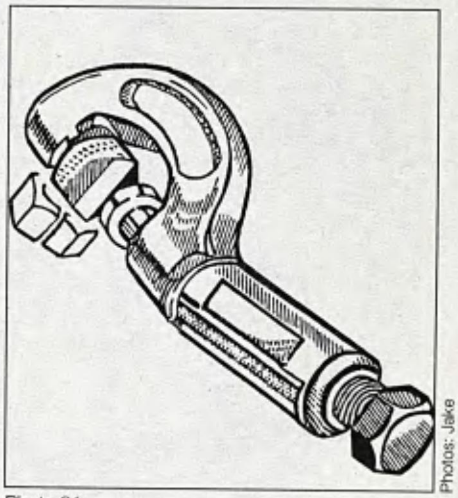
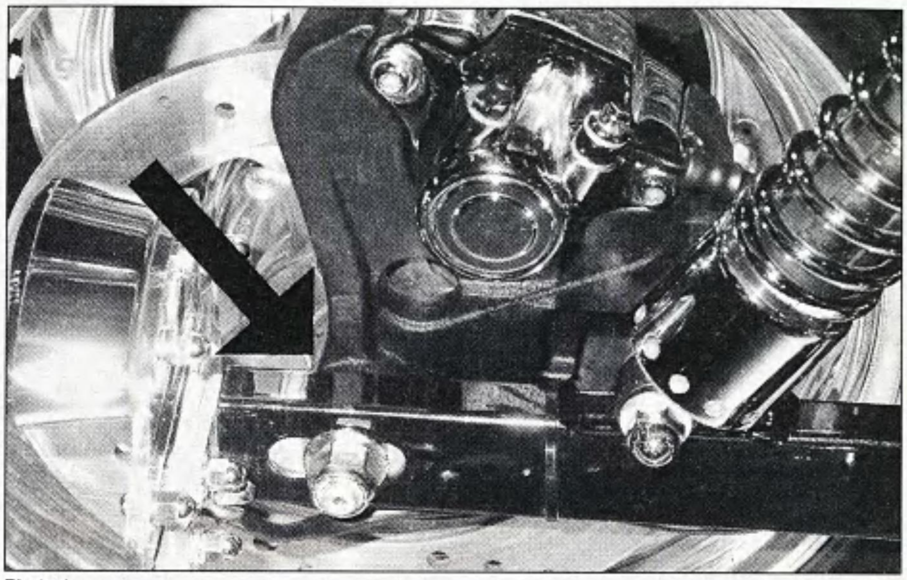


Photo 21

Photos: Jake

**Torque ratings for fasteners, in foot pounds, steel to steel.
For steel fasteners in aluminum threads, use one-half SAE 1, 2 ratings.**

Shank Diameter	SAE grade 1,2	5	6	8
1/4-inch	5	7	10	10.5
5/16-inch	9	14	19	22
3/8-inch	15	25	34	37
7/16-inch	24	40	55	60
1/2-inch	37	60	85	92
9/16-inch	53	88	120	132
5/8-inch	74	120	167	180
3/4-inch	120	200	280	296
7/8-inch	190	302	440	473
1 inch	282	466	660	714
	Metric Grade 5D	**8G**	**10K**	**12K**
6mm	5	6	8	10
8mm	10	16	22	27
10mm	19	31	40	49
12mm	34	54	70	86
14mm	55	89	117	137
16mm	83	132	175	208
18mm	111	182	236	283
22mm	182	284	394	464
24mm	261	419	570	689



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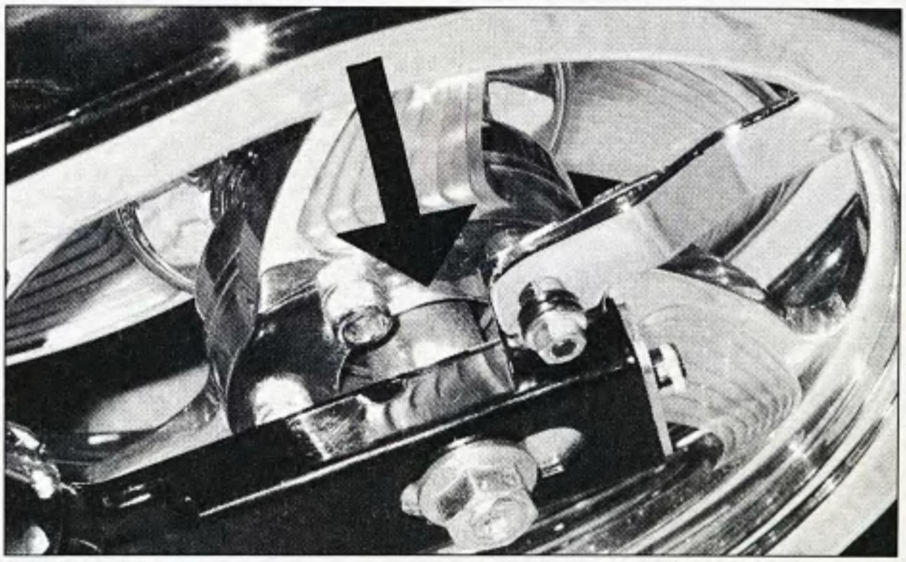


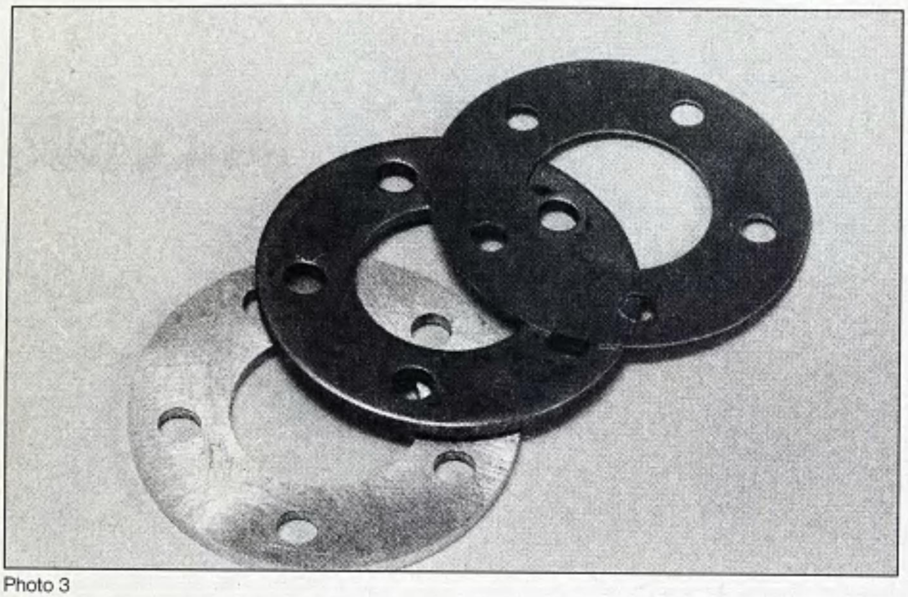
Photo 2

THE SKINNY ON FAT TIRES
Ways To A Wide Rear Weenie

High-performance Harleys need wide, low profile rear tires. Radical rubber puts more meat on the macadam—for improved traction, acceleration and braking. The squat section equals less sidewall flex—for better cornering and handling. And a progressive tire and wheel industry now offers big sizes engineered specifically for motorcycles (see Table 1) plus rims to run them on (see Table 2). Ill-suited car radials on the rear? Ancient history.

That's the good news. The challenge? How to shoehorn on big rear weenies. Fat-tire sidewalls conflict with stock fenders, rear belts/chains and even suspensions. See table three. These basic solutions free up space, used separately or in combination:
1) Rear wheel is offset away from the drive side. One easy way: mill down the FXR caliper carrier/axle spacer (arrow, photo 1) and anchor; then install a longer drive side axle spacer (arrow, photo 2). Caution: depending on the bike and riding style, offsets beyond 3/8 of an inch may detract from tracking and handling. You may also need to deflate the rear tire to mount the brake caliper.

2) Final belt drive is moved away from the tire sidewall by spacers (photo 3), limited by approach of belt to rear suspension (arrow, photo 4). For more side space, convert to a narrower chain. Then, varying degrees of offset in the trans sprocket (photo 5) move the chain further away from the tire sidewall, without fouling frame, shocks, swingarm, etc.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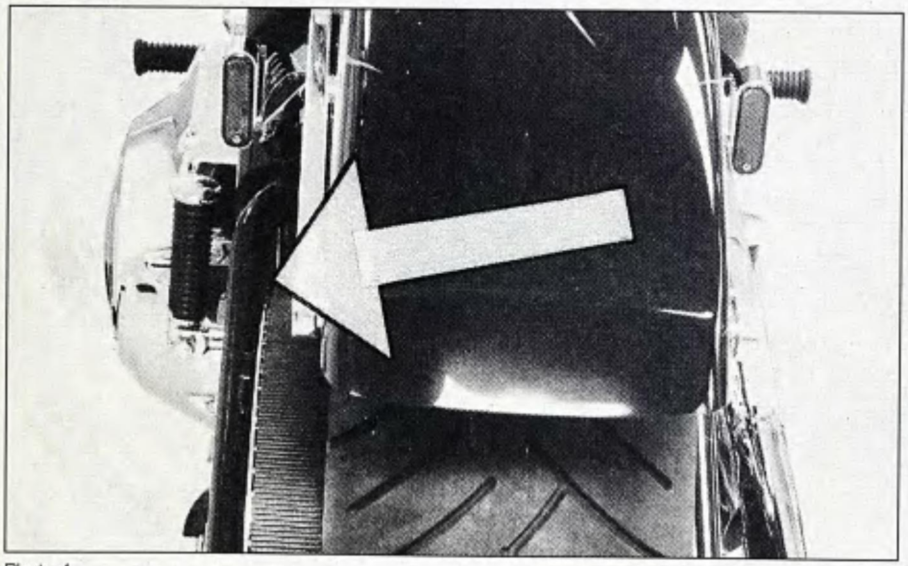
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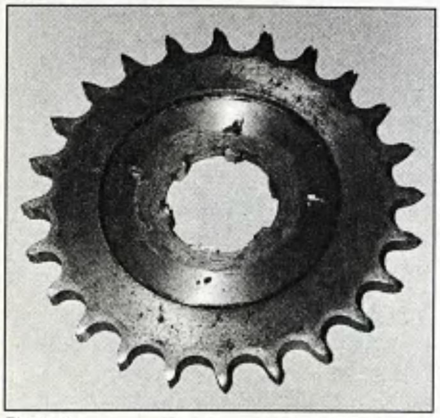
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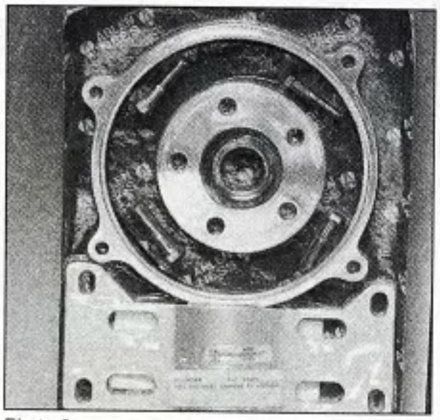


Photo 6

Table 1: Select High-Performance Motorcycle Tires

Manufacturer	Size	Comments
Metzeler	150/70VB-18	
	160/60ZR-18	radial
	170/60VB-18	
	170/60ZR-18	radial
	180/55VB-18	
	180/55ZR-17	radial, race compound
	190/55ZR-17	radial, race compound
Avon	150/80V16	
	160/80H16	
	200/60VB-16	
	150/70VB-18	
	180/55VB-18	

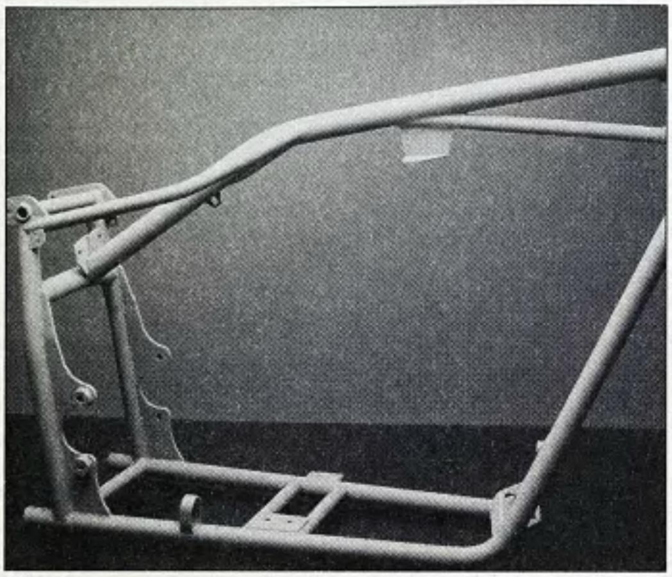
Table 2: Typical* Rim Widths For Oversized Tires

Rim Size (inch)	Tire Sizes
MT 3.5	150/80
MT 4.0	160/80, 150/70
MT 4.5	170/60, 160/60
MT 5.0	180/55
MT 5.5	200/60,190/55

*depends on specific application, usually plus or minus 1/2- inch.

3) Transmission, primary drive and/or engine are offset away from tire sidewall via "wide tire" kits (photo 6). For four speeds and Softails, the rigidly mounted trans is usually relocated via altered mounting plate with matching chaincase spacer and engine pulley/sprocket shaft extension. Rubber-mounted engines and trans can be set over as a unit by offset mounts.

4) Altered or replacement frames add extra tire sidewall and rear drive clearance. They're available for rubbermount FXR/FLT chassis (photo 7) of Softails (photo 8). FXR frames are often →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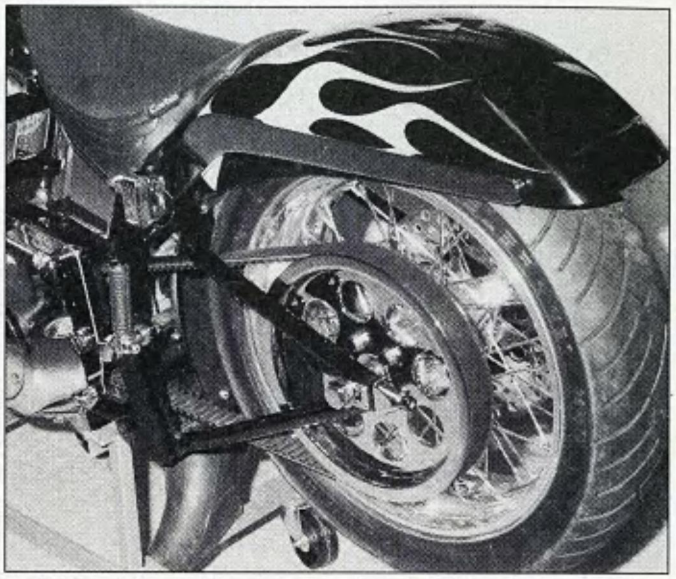
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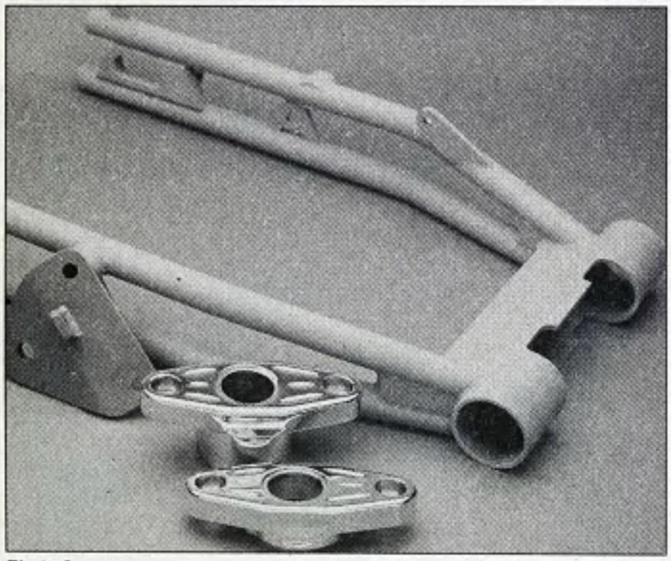
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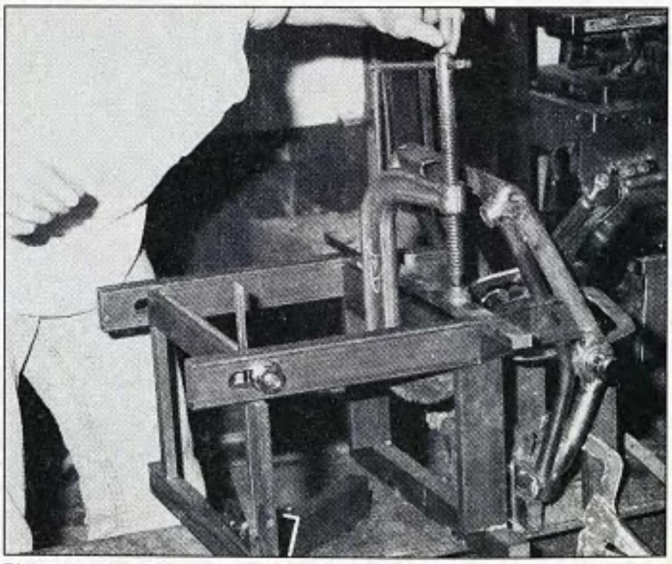
Photo 10

Photo 11

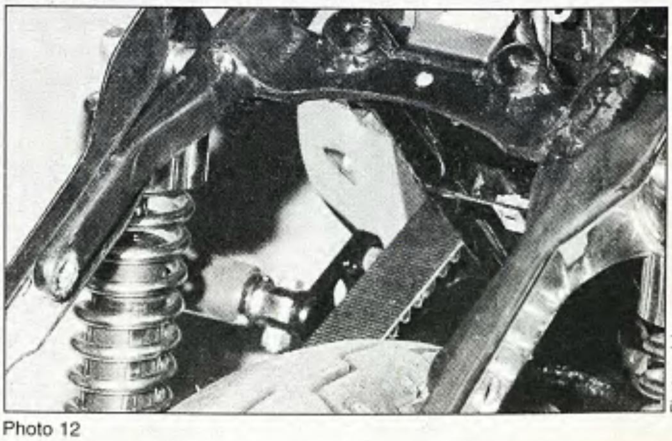
Photo 12

Photos: Jake

Table 3. Parts Commonly Impacted By Over-Wide Rear Tires

Part	Modification
rear wheel rim	wider replacement
rear fender	widened, replacement
rear wheel spacer	altered lengths
fender struts	relocated outward
rear frame mounts	relocated outward
swingarm suspension	widened or offset
Softail suspension	widened or offset
rear belt drive	offset and/or replaced with chain
brake anchor	offset
transmission sprocket	extended for offset, or...
transmission	relocated by offset mounting plate
primary drive	offset, mounting spacer
engine sprocket shaft/ pulley* or engine**	extended for offset, relocated by offset mounts
frame	altered engine, trans, and/or rear suspension and fender mounts; replacement

*generally, solution for rigidly mounted drive trains

**generally, solution for rubber-mounted drive trains

Table 4: Wide Tire Components And Installers

Supplier	Offers (Max Tires Width* Series)
AFAM 5953 Engineer Dr. Huntington Beach, CA 92649 (714) 379-9040	offset rear drive (160 w/chain)
Arlen Ness 16520 E. 14th St. San Leandro, CA 94578 (510) 276-3395	Softail big wheel kit (150); Offset sprocket (180 w/chain) FXR frame (150); with offset swingarm (180), (210-chain)
Atlas Pro Magnum 16091 Kamana Rd., Apple Valley, CA 92307 (619) 242-9111	Wide Drive chassis/frame (180)
Chopper Guy's 1633 Marine World Pkwy., Vallejo, CA 94589 (707) 557-2400	Fat Guy Softail symmetrical frame (180)
Chrome Specialties, Inc. 4200 Diplomacy Rd., Fort Worth, TX 76155 (800) 291-4375	Jammer wide tire kit for FXRs, Softails (160) Offset chain sprocket (150), Boyce Pro Street FXR, FLT frame (140), with offset swingarm (180)
Custom Chrome, Inc. 16100 Jacqueline Ct., Morgan Hill, CA 95037 (800) 729-3332	Offset sprocket kit for FXRs, Softails (150, chain)
Cycle Fabrications 909 N. Main St., Brockton, MA 02401 (508) 586-2511	Frame, fender, and suspension fab for big tire installations
H.E.S. 4156 Mildred Ave., Los Angeles, CA 90066 (310) 397-3195	Offset trans. sprocket (160 w/chain)
Nempco, Inc. P.O. Box 311, Guilderland Ctr, NY 12085 (518) 861-6949	Wide tire kits: FXR (wheel offset); Softail, 4-speed (trans offset)
Performance Machine 15535 Garfield Ave., Paramount, CA 90723 (310) 634-6532	Offset chain drive and wide fender kits
Pro One Performance 1715 Corrigan Ct., La Verne, CA 91750 (909) 596-4711	Wide tire Softail frame (150) with Pro-Fat swingarm (180)
Stone's Cycle Shop 89 Main St., Northboro, MA 01532 (508) 393-6816	Fabrication and assembly of big tire chassis
Sumax 337 Clear Rd., Oriskany, NY 13424 (315) 768-1058	FXST big wheel kit (160), offset trans sprocket (180, chain), offset swingarm (160), Pro Comp rear fenders (180)

*with rear belt drive unless noted as chain

supplemented by swingarms incorporating an extra offset (photo 9) or bell mouth (photo 10), especially for wide tires. Besides the obvious, wide rears also need fat fenders (photo 11) and altered mounting hardware (photo 12). All these changes used to mean a lot of time at your friendly local machinist or welding shop. But now, thanks to aftermarket part magicians and experienced pro builders, hi-po Harleys regularly wear rear tire sections as fat as 170 or even 180 series—thanks to a variety of wide-tire components and complete frames (see table four).

That's the theory. In practice, it pays to find a source or shop (see supplier table) that knows the wide tire route, since there are many variables—and potentially pricey pitfalls. Strictly stock limits you to about 140 series.

Running 180-series rubber and retaining belt generally requires a custom frame

The sole use of most wide-tire kits allows 150/160 series. Running 180-series rubber and retaining belt generally requires a custom frame. If you can live with the retrograde—a rear chain—a combination of spacer and big tire kit may do the trick in the neighborhood of 160 to 180 series. Call around a taste, and you'll be well on the way to fat city!

—Jake

Thanks to: Steve Stone, Stone's Cycle Shop, 89 Main St. Northboro, MA 01532; (508) 393-6816.

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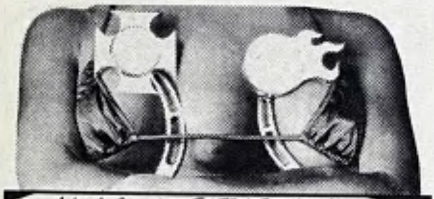

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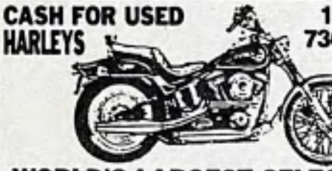

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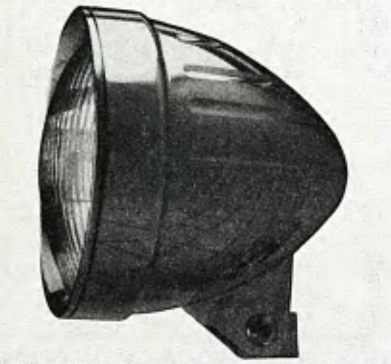

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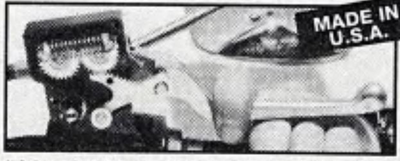

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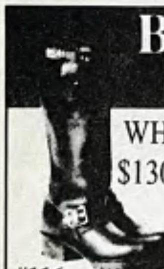

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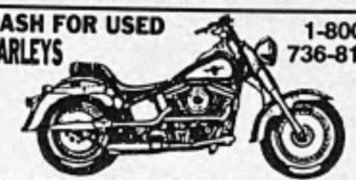

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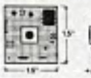

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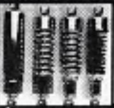

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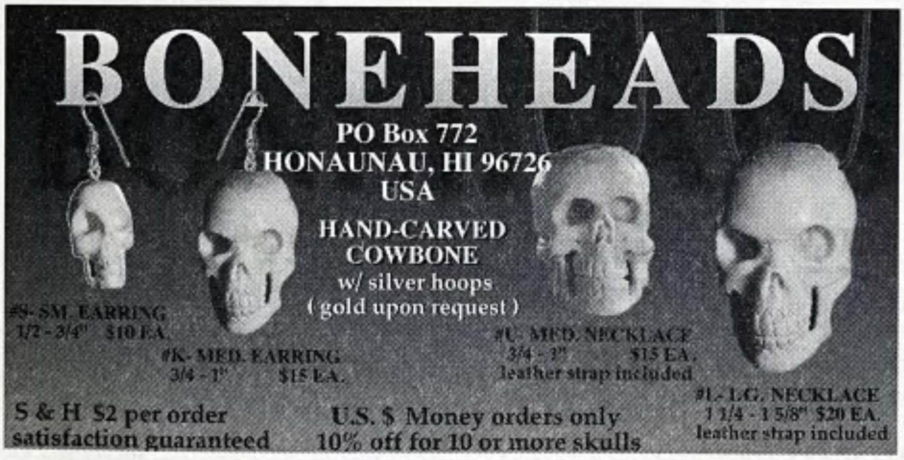

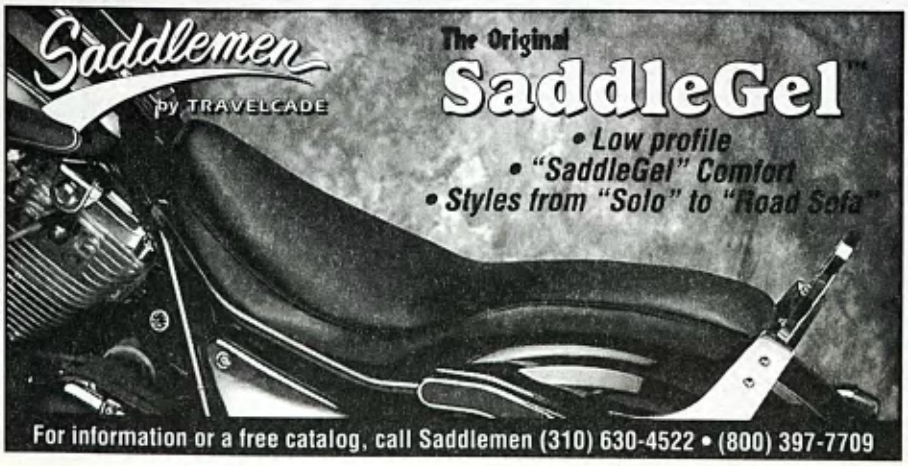

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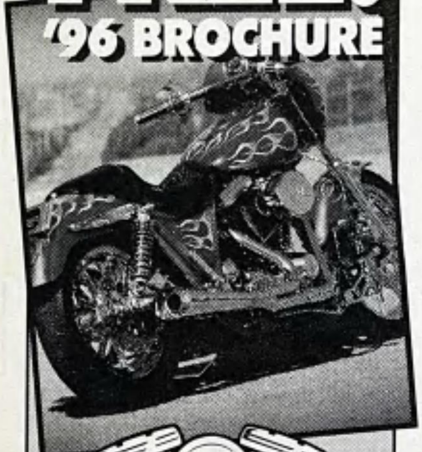

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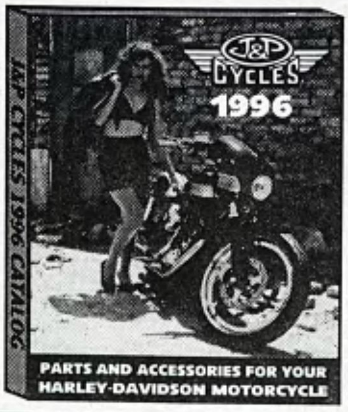

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DOC WOLF'S LAST PUTT

THE RIDE THAT REFRESHES

This job often provides a great deal of excitement. Thrills of the flesh and eye-opening personal encounters with unique individuals are not out of the ordinary. But a special event took place last winter for a few of us staffers that will forever stand out as a moment on its own—something that made us realize whatever the drawbacks are of our unending pressure-packed deadlines, monetary shortfalls, and the weekday grind, they pale in comparison to the mismatch of the Big C. Cancer, that is.

Seems a brother had contracted a lethal case of inoperable small cell cancer behind a lung in his chest. Through the use of chemotherapy the tumor had been reduced to the size of a large grapefruit, but it had spread into his lymph nodes and was crushing one of his lungs from the backside.

Around Christmastime we received a phone call from a man named J.B., a scooter-riding eye doctor who years before had befriended a biker named Bill "Doc Wolf" McKinnis. J.B. related to us how Doc Wolf was the real McCoy. A biker from Boston, Irish through and through (born in Beantown on St. Patrick's Day 1947), Doc moved south to Florida's Tampa/St. Pete in the late '70s, living in a local party pad affectionately known as Hell House, "a serious party haven." J.B. relayed how Doc had moved out west to greener pastures, working as a heavy equipment operator, and then went on to detail Doc's recent (October '95) cancer diagnosis. Doc was living his final days with some great people, Mr. and Mrs. H., who had taken him in. J.B. told us that Doc had

Photos: Kim Peterson

one last request—a final ride on a Harley. Could we help?

In his prime Doc was six-foot-four, 380 pounds. Due to the life-sucking cancer, his strength, along with his weight, had withered away. He didn't think he'd be able to ride bitch on the back and hold on. So we went in search of a sidecar. As pure luck would have it, Bandit's righteous bro, Dale Gorman, who hails from Doc's home state of Massachusetts, had his custom Dave Perewitz-painted Evo sidehack in for work on the Left Coast at Marty Ruthman's shop, Hi-Tech Customs, in Southern California's San Fernando Valley.

A Saturday afternoon putt was set up, unbeknownst to Doc. Clean Dean Shawler, Steve "Beatnik" Werner, Gregg Daniel, and Kim Peterson rode off to Hi-Tech Customs in Van Nuys to meet with Marty and his designated Dead-Man-Riding driver, Don Port. It was a drop-dead gorgeous January day as we rode toward the address given, only to find out that Peterson had left the directions back at the office. Fuckin' wonderful. Now we had a convoy of scooter tramps trolling through the upscale West Hills neighborhood trying to find a dying brother. After a couple no-gos and go-aways, we stumbled upon the right house. J.B. hadn't told Doc of his plan, probably figuring, correctly, that we'd screw it up and didn't want to get his brother's hopes up.

It was a big relief to see the bikes in the driveway as we rumbled in. There on the porch was a man who, it was apparent, appeared to be a shell of his former self. We all introduced ourselves, and made idle, though somewhat awkward, small talk. Leave it to the Doc to lighten things up with a joke, saying there was no way he was wearing a helmet and laughing that he'd be dead before the case came to court. We gave him an *Easyriders* ballcap to protect him against the cold, loaded him into Dale's tub with Don at the controls and proceeded on a six-bike late-afternoon jaunt up Box Canyon and the Santa Susana Pass into Simi Valley.

The smile on Doc's face coulda melted the coldest IRS agent on Tax Day. Afterward, he gave us a little personal history of his biking past, showing us pictures of a healthy Doc, a giant of a man. He talked about his bikes, beginning with rigid old-style chopper Panheads—long front ends that required a block to turn around—to a more sophisticated low, sleek, and fast wishbone-framed Shovel in Florida, called Tough Enough. Doc ran off a list of brothers and sisters, "Good, top-shelf boys," to be remembered including: Southside Greek, Grasshopper, Duck, Bodie, Ross, Ratman, Annie, Don Harry, Buffalo Red, Dangerous Dave, Fingers, Lumpy, Eddie Fish, and J.B.

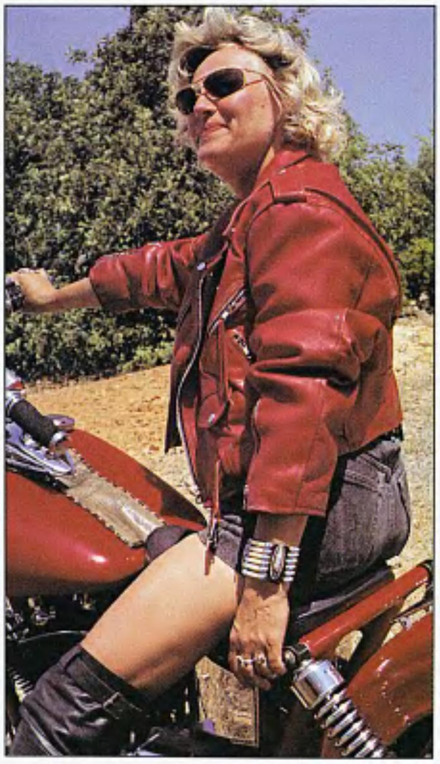
He said he could die in peace tomorrow after the ride and thanked us.

William "Bill," "Doc Wolf," McKinnis, one tough biker and Irishman, had a request for a final statement. "I'd just like to say that in my lifetime I have met some of the most beautiful people in the world, and I want you all to know that if I can't remember a name it's only because everything's screwed up in my head from this cancer and coxsidio, and everything else. But I want you to know that I love ya, and I never will ever forget ya. You'll always be in my heart and my mind and my soul. I want to thank you for being there for me. My love goes out to you always."

—*Rags*

READERS' RIDES

MAJ-LIS NOSO
Helsinki, Finland
1983 H-D XLX



Photos: Steve Kelly

Choppers are thought of by some as being unridable fantasy scooters, but Maj-lis blows this theory into the wind, where it belongs. Her bike is known as "Saddle Tramp," and after a recent excursion I have a fairly good idea why. When I shot it, Maj-lis had just completed a three-and-a-half-week ride from Finland to Portugal, taking in Poland and Czechoslovakia en route.

The XLX '83 Iron Sportster took the ride in its loppy stride, keeping the 205/15 Audi Quattro aluminum rear wheel turning. The gargantuan width of the car tire did cause a few problems, though; handling was compromised over the former Eastern Bloc countries' rougher road conditions, but it was nothing Maj-lis couldn't tackle.

Since leaving the factory some 12 years ago, the Sportster has seen many changes. Its new wider back end, with welded fatbob fender replete with rack, moves in an arc with the swingarm, and the whole package has been dropped a little over an inch.

It's hard to imagine a more appropriate way to celebrate freedom than by trampling over the dying vestiges of the Iron Curtain on a Milwaukee maiden. To that end, Maj-lis and her faithful ride, Saddle Tramp, are a credit to the free world.

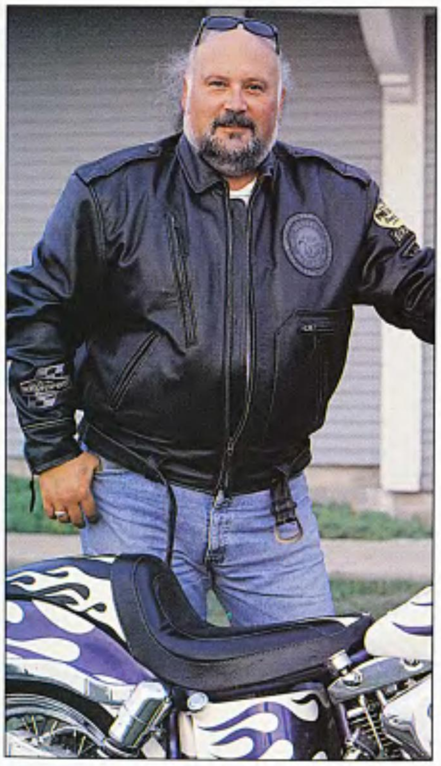
—Steve Kelly

Photos: Barry Cissayton, Clayton Photography, Onalwa, Iowa

BOB JESSEN
Onawa, Iowa
1978 H-D FXE

Bob loved owning a Harley for the freedom it allowed him and for the pure beauty of the bike. So when he moved back to the Midwest from Las Vegas and sold his '73 stroked Shovelhead, it didn't take him long to regret it. Every time he heard about a local run, extreme depression set in. Until he ran into a trucker from Arkansas, who often passed through the area, that is. Seems the gear slammer had a 1978 Shovelhead in boxes in his garage. After several discussions, Bob finally convinced him to sell.

The parts and project list was extensive, but Bob was on his way to the open highway again. He got right to work rebuilding the bike. The finished project was a knockout, but the bike wasn't exactly the way he wanted. So, much to his wife's chagrin, he tore it all apart once again. The major changes he made started from the frame up: no bondo; all steel weld molding in the frame; chrome engine cases; S&S big bore barrels (chrome, of course); Crane roller rocker arms, pushrods, and tappets; S&S 514 cam polished heads with hardened seats; Manley valves and guides; and everything else pretty much S&S. He even went so far as to polish the rod set and flywheels. It's carbureted by an S&S Super G and sparked by a Morris M-5 magneto, and he ran the Primo 2-inch open belt back to the all-chrome, four-speed transmission that he packed with Andrews close-ratio gears and shafts. He chromed the clutch, added an Arlen Ness dual rail swingarm and a GMA brake. Then came the midnight hours sanding and painting. He used a Diamond white pearl, then covered it with a lilac pearl clear. Next came the Radar Blue flames and more clear coat. After what seemed like endless hours and days at T&L Auto paint shop, he was finally satisfied.

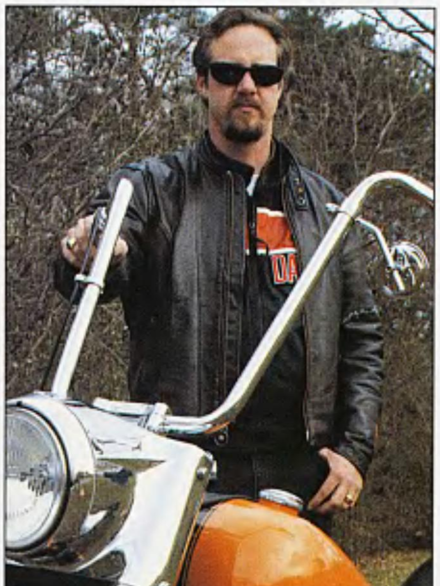


Bob's happy for now, but don't be surprised if he does it all over again.

—M.J. →

READERS' RIDES

TROY PERRIGO
Crystal, Minnesota
1992 Shovelhead



The tale is as old as the trees, yet as fresh as a draft beer in a frosted mug. Every time I hear it I'm reminded why the word "brotherhood" is such a huge part of the biker lifestyle.

You see Troy, who started riding with his Marine buddies more than 10 years ago, had his '84 Super Glide stolen. He replaced the Super Glide but the apartment he shared with his wife, Vicki, and three kids—Max, Nash and Elleri—was becoming too cramped. He then decided to sell the new bike to help buy a home for his family.

Purchasing the house really put the binds on this 32-year-old warehouse manager. So Troy decided to build a bike from scratch, buying a part a week until he had a motorcycle.

Vicki supported the program 100 percent and coughed up her own money when it was needed for more expensive parts, not to mention the time she spent keeping Troy company in the garage listening to him talk in a foreign language—chopper!

Troy's tastes run more toward old-school chopper styling with apes, jockey shift, and a hardtail. So along with his bros, "The Chopper Boys," he began what may be the most joyous part of any project—gathering parts and information.

Troy began with a Jammer frame and then picked up a '77 Shovelhead engine and a '65 four-speed transmission. Troy says that Big Jim Kelner and Mike Davis were a huge help in building the bike and answering every question he had, even when he wore Bermuda shorts and Chuck Taylor tennies into their shop.

Charlie and Bert of Charlie's Auto Body are responsible for the beautiful black and orange paint job, and the guys at Kokesh M/C helped him find parts.

Troy says you don't realize how many quality friends you have until you build a bike from scratch. He puts it best when he says, "The family is the glue."

—Flynch

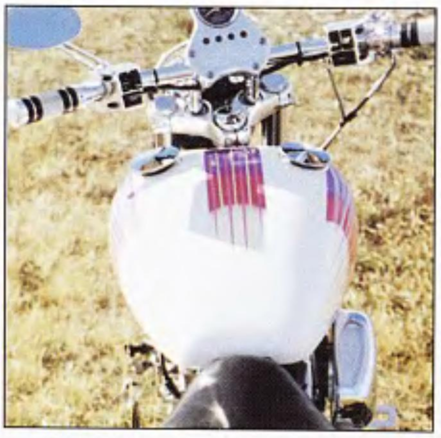
Photos: owner

DARCI CAFLISCH
Longmont, Colorado
1988 Sportster

Here in the real world, I bet you won't find Cher dirtying her fingernails customizing her bike. Whoa, what am I saying? It isn't fair to compare Darci Caflisch, a 32-year-old Human Resources professional, to her gender-based peers. A builder is a builder, master or mistress—not that Darci wears handcuffs when she wrenches.

It's not fair to Cher, either. Why include her in the male pissing contest? It is not the fault of females that their fathers didn't whisper torque ratings in their ears. But hey, I know gun-toting, Harley-riding, macho men who can't gap a spark plug, so I guess that doesn't matter, either.

It's hard to write about women riding and building motorcycles from a man's point of view without coming across like, wow! A woman! But what's wrong with that? Face it, we



men folk are so excited when we find women we can talk shop with that we want to celebrate the fact, and the person. So at the risk of sounding human—wow! A woman!

Darci, with help from her former boyfriend and forever riding partner, Scott DeJuelianie, built the two-wheeled masterpiece you see pictured here. Darci had turned Scott onto his first Harley, and it was she who bought the '88 Sporty new—before learning how to ride it.

Last winter Darci decided to modify the Sportster and show it. She researched what parts she wanted and the look desired, together they designed the paint job, and then put the plan into action.

Scott carried out that plan with a trick paint job, then molded the front and rear fender/taillight section, installed a set of RevTech wheels, a Corbin seat, Ness grips, mirrors, handlebar and forward controls, and a new gas tank. Then, he lowered the scoot two inches.

Darci has since shown the bike four times and taken home four firsts and one Best of Show. Some day she would like to get a bigger bike, in addition to her prize-winnin' Sportster.

Right now she's happy with her life and hobbies, which, in addition to riding her Sporty, include mountain bike riding, aerobics, weightlifting, and computers. Being in *Easyriders* has made one of her greatest dreams come true. What's next?

—Flynch →

READERS' RIDES

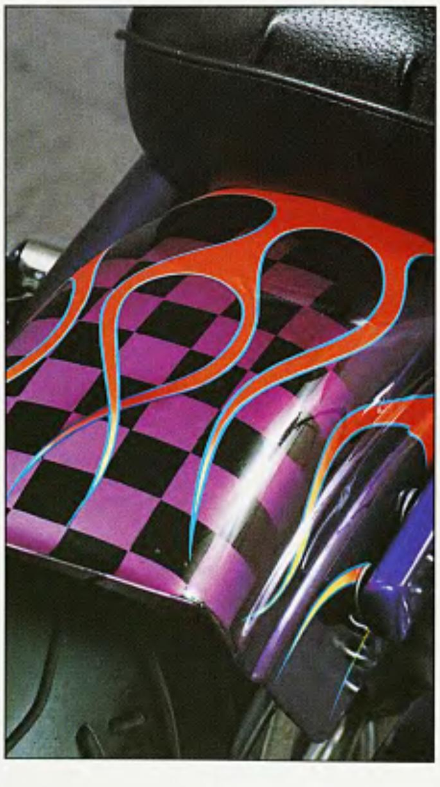
MIKE PHILLIPS
Apache Junction, Arizona
1988 Sportster

There is no substitute for imagination; put it together with hard work and determination and there is nothing that you cannot accomplish. This is the philosophy that Mike Phillips of Apache Junction, Arizona, lives by.

The '88 Sportster you see here is the tenth Harley in his 25 years of riding—starting with a '42 Flathead. Mike has owned and modified every style of bike, but decided he wanted a balls-out street-fighting Sportster, so he put the wheels into motion. Whiz wheels, that is.

A toolmaker by trade, he easily chopped and formed the rear fender and eliminated the front fender and tabs. Mike then stretched the gas tank three inches to the seat area, which was lowered two inches. He polished the wheels and forks to a high luster by hand.

All the welds were ground down and

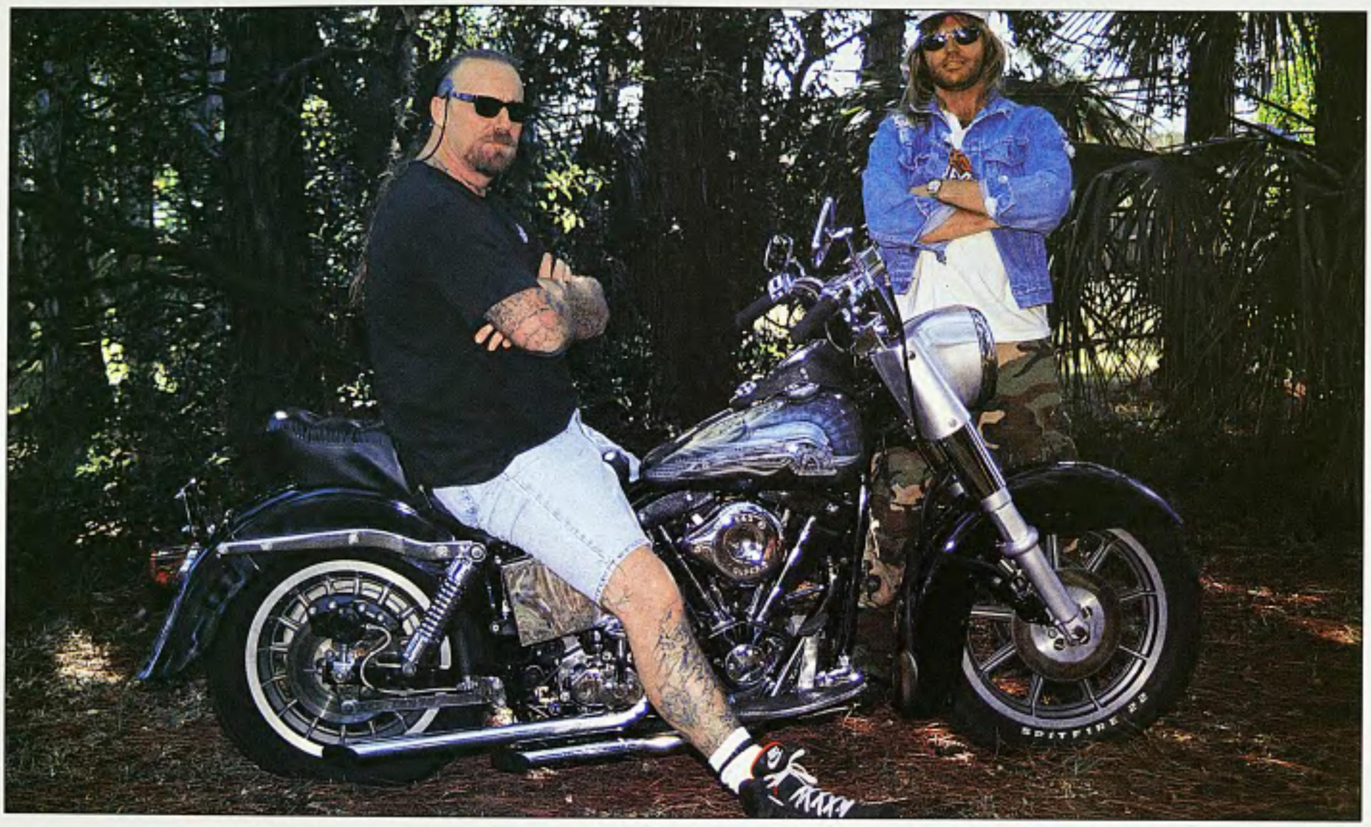


molded. Details like relocating the coil and internal wiring in the handlebars were handled by Mike as well.
The most important part of the whole project was that it remained reliable. Mike rebuilt the engine, but left it stock and installed a smaller rear sprocket for higher cruising speeds.

Mike's Sportster has 50,000 miles on it, 6,000 miles of that done in 10 days with his friends who were riding a Honda and a Yamaha. Even though Mike had an FXR at home in the garage, he felt it would be more fair to ride the Sportster—that way everybody got tired in the same intervals. Ya got to appreciate a philosophy like that.

In case you haven't noticed the incredible paint job, you guessed it, Mike did that too. He attended a paint seminar by John Kosmoski, owner of House of Kolor paints, and decided to get into the painting business. With beautiful quality work and such attention to detail, I would say that Mike has a colorful future.

—Flynch



BIG FRANK NOTTI
Largo, Florida
1983 Shovelhead

Photos: Pat Randle

I recently heard a rumor in the men's room at the *Easyriders* Bike Show in Columbus that wild hellfire and brimstone murals are coming back faster than Virgin Mary sightings in Sturgis. There was a day when no self-respecting biker would show his face in public without a frescoed peanut tank underneath 25 coats of hand-rubbed lacquer covering an artist's interpretation of the Fall of Rome by chopper-riding Amazon women wielding burning bras and Ginsu knives.

Luckily, the artistic renderings have evolved since then. For example, check out Big Frank Notti's 1983 FLH with a Gary Smith original. Big Frank, a fireman and part-time welder for Manor Cycle in Largo, Florida, has been riding for about 20 years. He bought this Shovel from his bro, Slob Rob, a tattooist also from Largo, because of the fine artwork. Seems Slob Rob gave Gary Smith his sheet metal and said "Have at it." A dangerous action in some hands.

Gary Smith is a talented painter who has been featured in many magazines (including *Biker*, February 1996) and has painted a portrait of Donald Trump's cigarette boat. The painting now hangs in Trump Tower. No word on whether it is piloted by the Virgin Mary, though.

The engine in the FLH was rebuilt by Neil Boake at Manor Cycle to stock specs, with the exception of the S&S carb and belt drive unit.

Unlike most artwork, Gary Smith's is not collecting dust in a stuffy museum. Frank takes advantage of Florida's yearlong riding season and travels to the Keys every chance he gets—that is, when he's not fending off Amazon chopper warriors.

—Flynch

Easyriders
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EASYRIDERS OF SAN DIEGO
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SAN DIEGO, CA 92101
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Saturday, June 15, 1996
Noon – 7 p.m.

EASYRIDERS OF DAYTONA
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Sunday, June 16, 1996
10 a.m. – 6 p.m.

EASYRIDERS OF CHICAGO
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10 a.m. – 6 p.m.

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Noon – 5 p.m.

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Noon – Dusk

EASYRIDERS OF RENO
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Saturday, June 15, 1996
10 a.m. – Dusk

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(901) 767-7433
Saturday, June 15, 1996
9 a.m. – 6 p.m.

EASYRIDERS OF AUSTIN
9325 BURNET ROAD
AUSTIN, TX 78758
(512) 832-8022
Saturday, June 15, 1996
9 a.m. – 8 p.m.

OUTSIDE OF THE UNITED STATES

EASYRIDERS OF CANADA
621 HESPELER
CAMBRIDGE, ONTARIO N1R6J3
(519) 650-EASY
Saturday, June 29, 1996*
10 a.m. – 6 p.m.

AMERICAN LIFESTYLE ALD
VLASSENHOUT 3-5
INDUSTRIAL ZONE
DENDERMONDE, BELGIUM
Sat., June 15, 1996
9 a.m. – 10 p.m.
Sun., June 16, 1996
10 a.m. – 7 p.m.

*Later Date due to conflicting event in their area.

Don't miss out! This is your last chance to order this 25th Anniversary Commemorative Coin.

Minted by the Philadelphia Mint to commemorate the 25th Anniversary of *Easyriders*, this limited edition coin is being offered exclusively to *Easyriders* readers. The number of coins minted will be restricted. No coins will be minted after June 30, 1996, and the dies will be destroyed.

The
1971 *Easyriders* 1996
25th Anniversary
LIMITED EDITION
$25
COMMEMORATIVE COIN

You are invited to join us in this 25th Anniversary salute to *Easyriders* readers from around the world.
Act now and you'll own this collectors Limited Edition 25th Anniversary coin which commemorates the event.
To place your order for the 25th Anniversary coin, please complete the attached Request Form and mail it with your payment.

Designed by David Mann, the *Easyriders* 25th Anniversary $25 commemorative coin is proof quality solid silver nickel. Because of the strictly limited numbers of these coins to be minted and their ultra-high quality, their value may rise in time. The $25 face value of each coin is guaranteed forever by *Easyriders* and can be exchanged for *Easyriders* merchandise of equal value by the bearer of the coin at any time.

Each coin is delivered with a certificate of authenticity in a rich presentation case, suitable for display or safe keeping.

ORDERS MUST BE MAILED NO LATER THAN JUNE 15, 1996.

Fill in the form completely, return and mail with your payment to: *Easyriders* 25th Anniversary Coin, P.O. Box 1050, Agoura Hills, CA 91376-1050. Tel. 818-889-8740 & Fax 818-889-4726

Easyriders 25th Anniversary Celebration Request Form

☐ YES! Send me ______ 25th Anniversary commemorative coins at the face value of $25 per coin.

☐ I don't want the commemorative coin, but I do want to party on June 14-15-16, 1996. Send the location and details of the *Easyriders* party nearest to me. I have enclosed a self addressed return envelope.

Name ____________________ A25277

Address ____________________

City ____________ Country ____________ Postal Code ____________

Phone # (______) ____________________

Please send me ______ coins @ $25 each.................... $ ______

CA residents add 8.25% tax.................... $ ______

Shipping & handling ....(U.S. $2.00, Canada & foreign $5.00).......... $ ______

TOTAL $ ______

☐ Payment enclosed (International money orders in U.S. FUNDS ONLY should be made out to PAISANO PUBLICATIONS)

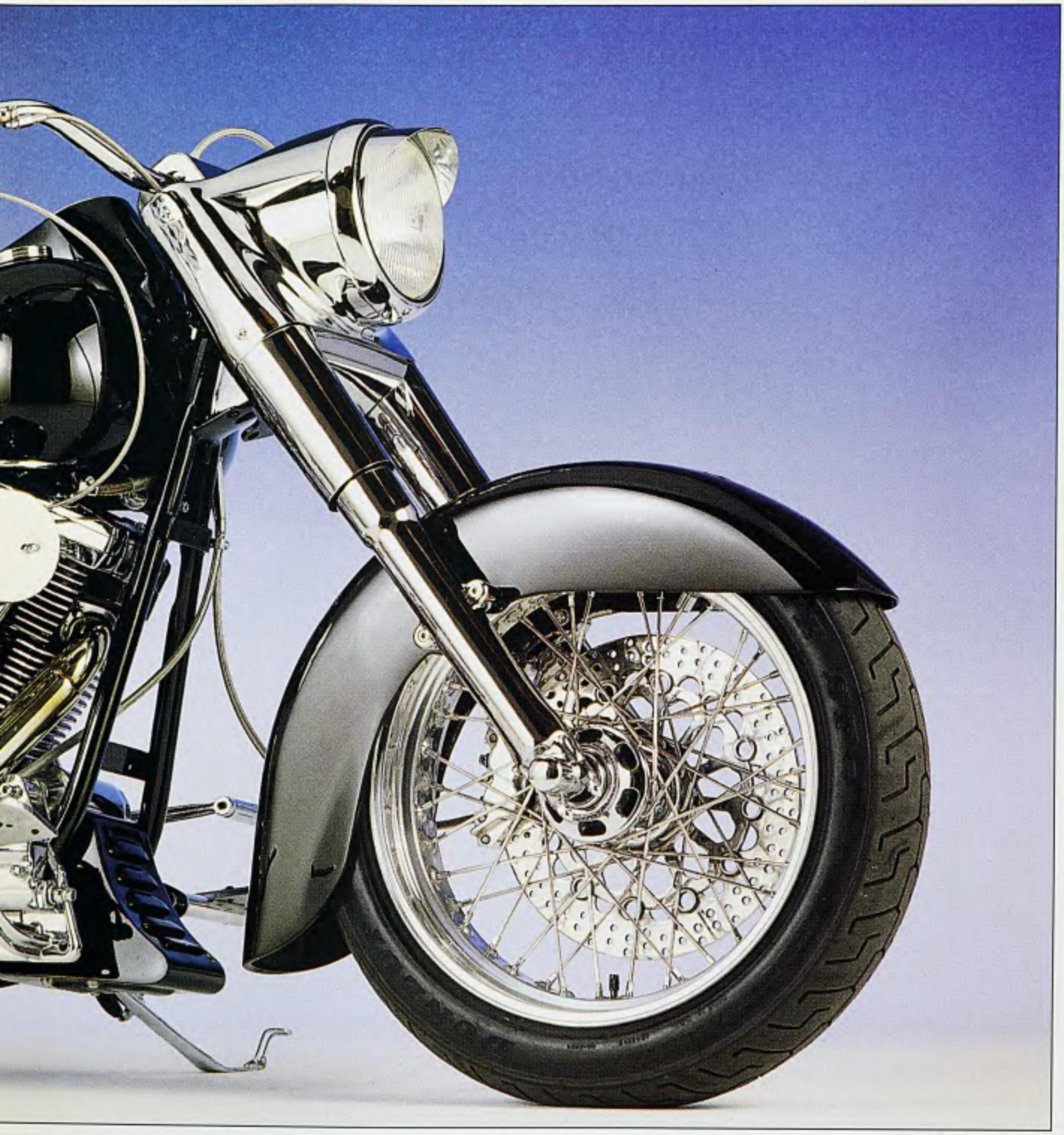
Charge my: ☐ Visa ☐ American Express ☐ MasterCard ☐ Discover

☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

Expiration date: ____________ Signature ____________________
(Required for credit card orders)

SWEET SIMPLICITY ...

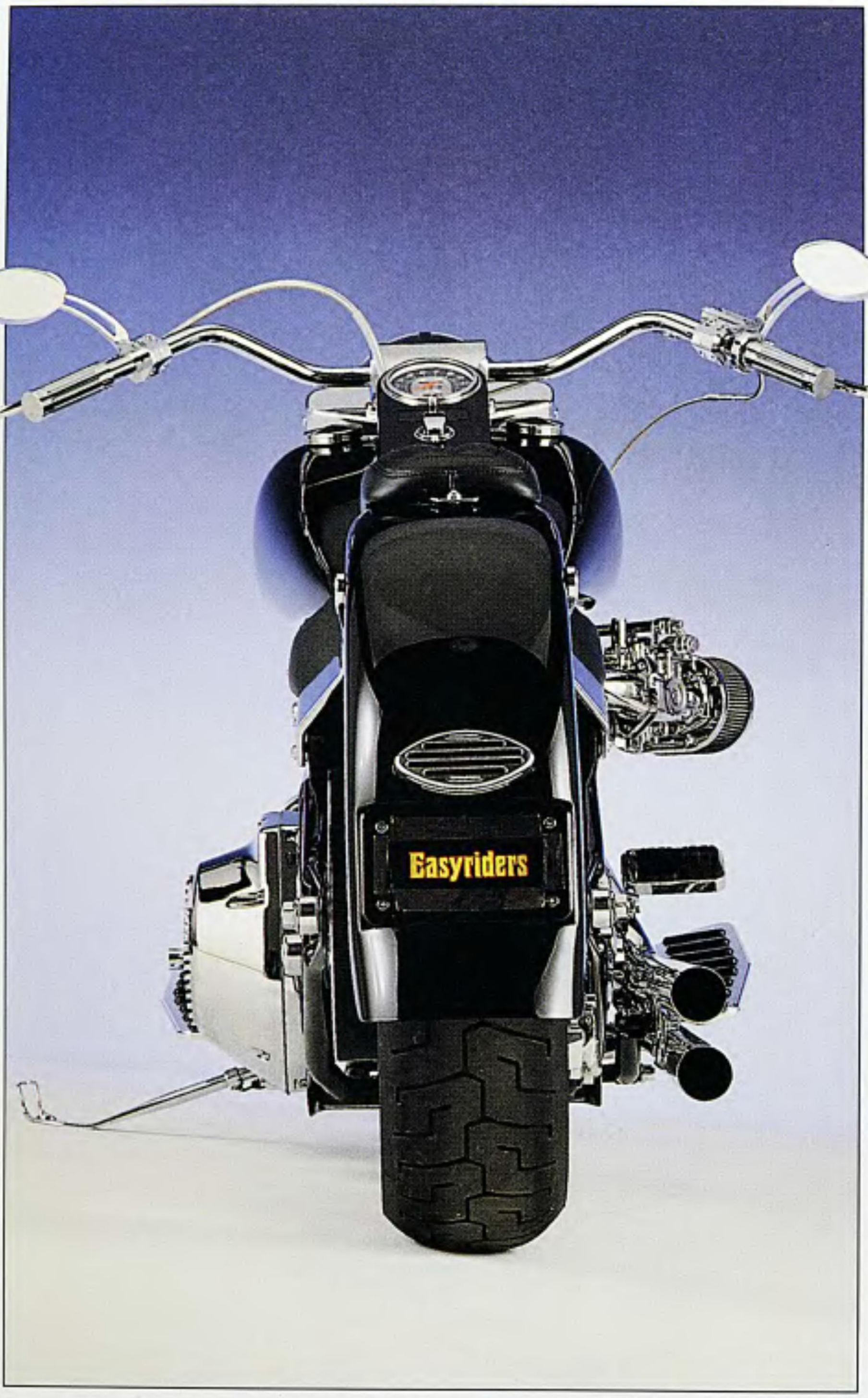
BLACK ICE



As a subscriber to the old belief that there's one—and only one—color to paint a motorcycle, I particularly admire the bike shown here, a tastefully understated custom FLST that owner Jerry Potter calls "Black Ice." If you've ever run into a patch of black ice, that unseen film on a paved surface that can dump you on your ass before you can drop a single rpm, you can appreciate Jerry's name selection. Like its namesake, this scoot is almost stark in its unpretentious, classic simplicity—crystalline chrome flashing by in a bluntly beautiful blur of blackness.

"The bike started as a new, but ugly, brown stock Heritage," Jerry recalls. "Over the years, it's been reworked several times until I had it just like I wanted. It's undergone extensive customizing, but throughout the work, a basic requirement was to keep the Harley look."

Extensive customizing, indeed. In point of fact, Jerry, along with Russ Tom of Downtown Harley-Davidson of Seattle, Washington, performed a motorcycle makeover from the inside out. All the sheet metal you see has been modified, including elongating the gas tank an inch and a half, cutting the front fender in →



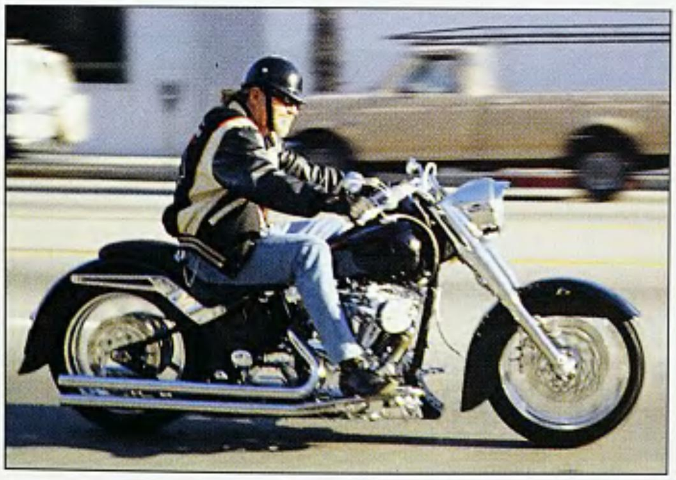
half, and widening the rear fender in order to drop the scoot down as low as possible. Actually, the bike was a mite too low at first, as there wasn't enough fender clearance to prevent lunching the front tire on the way to last year's Love Ride.

The polished, 96-cubic-inch engine is the handiwork of Dave Katte, and is S&S to the core. From the dazzling Art Brass chrome, to the Custom Classics Bottomless Pit Black paint job, no effort has been spared to make it a show-stopper. Potter is quick to point out, however, that this scoot is no bike show prima donna—it gets ridden.

"I've taken it to Sturgis, Laughlin, L.A., you name it. It's my therapy. If I could make a living riding the bike, I'd jump at the chance."

So far, no bike-riding career offers have come along, so Jerry has kept his day job, manufacturing instrument panels for pleasure boats at Seattle's Astro Electrical. The rest of the time, though, you're likely to see him booking through the stunning Pacific Northwest countryside. But look fast—it's that hunk of black ice you almost saw as it flashed by.

—Speed Shift

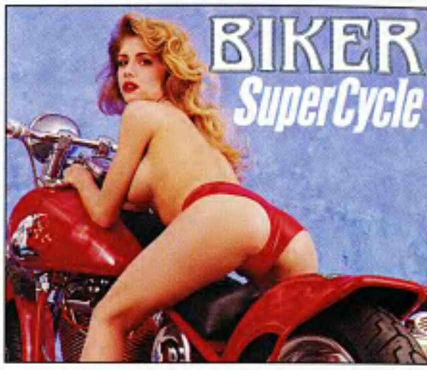


Owner: Jerry Potter
City: Seattle, Washington
General
Fabrication: Downtown H-D
Year and make: 1988 H-D
Model: FLST
Value: $35,000
Assembly: Downtown H-D
Chroming: Art Brass
Engine
Year and model: 1994 S&S
Rebuilder: Downtown H-D
Ignition: Dave Katte
Displacement: 96 cubic inches
Lower end: S&S
Pistons: S&S
Cases: S&S
Heads: S&S
Cam: S&S
Lifters: stock
Carb: Dell 'Orto
Pipes: Samson
Modifications: S&S balancing, Dell 'Orto air cleaner
Transmission
Year: 1988
Modifications: none
Paint
Molding: Custom Classics
Painter: Russ Foy
Color/type: black/urethane
Special paint: House of Kolor
Frame
Builder: H-D
Type: Softail
Modifications: raked 8 degrees
Accessories
Bars: Paughco
Fenders: Downtown H-D
Headlight: CCI
Taillight: Ness
Speedo: H-D
Pegs: Ness
Electrics: H-D
Gas tank: Downtown H-D
Oil tank: Downtown H-D
Seat: Downtown H-D/Rude Leather
Mirrors: Drag Specialties
Grips: Ness
Forks
Type: stock
Modifications: 2 inches over
Wheels
Front
Type: H-D
Size: 18-inch
Tire: Metzeler
Brake: Performance Machine
Rear
Type: H-D
Size: 18-inch
Tire: Metzeler
Brake: Performance Machine
Photos: Raiko Hartman

COMING AT YA

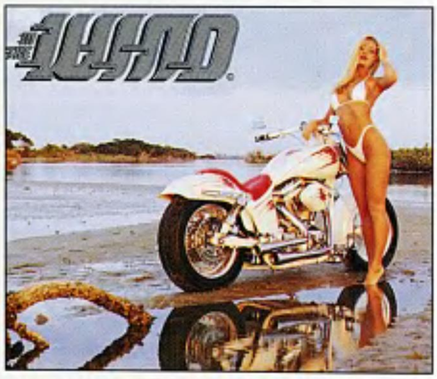
Comin' at ya with the force of a stroker flywheel is the *Easyriders* **August** issue (#278) featuring our annual tell-all Pre-Sturgis guide. As the Black Hills beckon two-wheeled banshees to mount their chrome stags and head for the world's largest annual scooter rally, *Easyriders* arms its steel warriors with an up-to-the-nanosecond scout's report of the lay of the Badland. No smoke signals here, just the hard facts about where and when to plug into the hottest Sturgis goin'-ons from races, hill-climbs, and Dyno shootouts, to the hottest headliner bands, party madness, ride-in bike shows, vendors, campsites, last-minute housing and hotel accommodations, and the latest skinny on Rapid City's expanding role. Also, find out what happened at the Four Corners Rally, check out the latest on head work and belt drives and get the low-down on a couple of *Easyriders* Bike Show winners featured in all their guts and glory. Don't miss the *Easyriders* August Pre-Sturgis issue—it's a fat one.

On sale July 2



The next mind-blowin' *Biker* will be the **August** issue. Big Dave finally completed the seven-year build of his bike referred to as the Freedom Cycle. Perfection takes time, and this baby is perfect. What the hell when you've got biker legend friends, such as Dave Mann and Bob Kovac helpin' ya out, what's a few years? Of course *Biker* still has the best in biker bashes, eye-pleasin' babes, and outrageous motorcycles.

On sale June 11



Don't look now, but the riding season is back in full swing, kicking off with the annual blowout at the beach—Bike Week at Daytona Beach. We were there, and our hot lensmen—Mike Lichter, Pat Randle, Billy Tinney, and Rip—are focused on the action, whether it's at the racetrack, Main Street, a lily-white beach laden with bronzed babes, or a smoky bar stuffed with partyin' bros. Get it while it's hot—the **September** issue of *In The Wind.*

On sale June 6

Grip the throttle and get your nitrous pumping with the **July** issue of *Quick Throttle*, featuring enough high-performance tech tips, drag racing, and gearhead news to put you into overdrive. This track-tearing issue brings both of Maiko Saravia's drag bikes roaring onto the pages along with a Bill Cavalier-built '95 Softail, Richard Taylor's English version FXR, Gary Coffey's flashy FXD, and Paul Wheeler's '47 Knuck. Be quick or you'll miss it!

On sale now

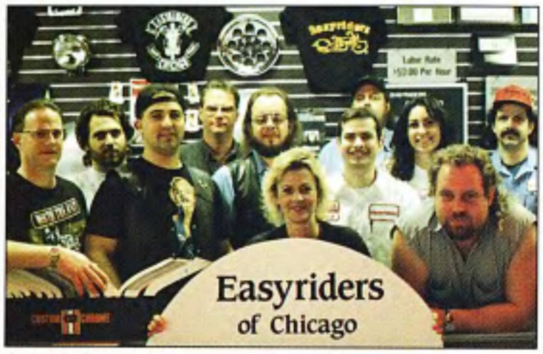
VQ's **Summer '96** issue features everything you've come to expect from the all-color magazine for custom cycle connoisseurs. Our eight great bike features range from Steve "Mad Dawg" Curran's reincarnated Evo to Barry Weiss' tough Triumph. The hangout this issue is a Wild West wedding in the gunfighting town of Tombstone, Arizona, and we'll profile one of the luckiest bikers on earth: *Baywatch* stuntman Ellis Edwards. Don't miss it.

On sale now

AMI, Inc. 23	Custom Chrome 11	Hamilton Group 9	Mike Corbin 63	Russ Brown 16
Aims Fog Hollow 55	Dennis Kirk 27	Harley-Davidson Parts/Access 6-7	MMI 33	Sturgis Rally & Races 109
Andrews Products 23	Drag Specialties C2	ICS 104	Nempco 47	Sullivan Brothers 173
Arlen Ness 105	*Easyriders* Stores C3	Jacobson & Hupy 22	Nostalgia-Cycle 19, 21	Superior Parts 35
Bros Club 39	*Easyriders* Rodeos C4	Lake Shore H-D 20	Performance Machine 41	USA Twins 109
Canyon Run 99	General Store 130-135	Lehman Trikes 106	Richard M. Lester 29	Vamco 112

PUT YOURSELF IN THE PICTURE

Drop in at any of the conveniently located (with many more on the way!) *Easyriders* Stores listed below and marvel at the exclusive and ever-changing merchandise on display.



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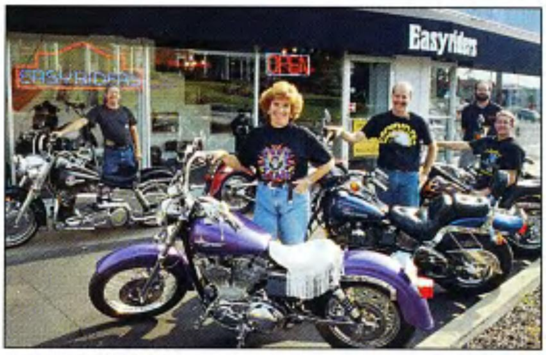

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Or become part of the big picture yourself.

If you've got the means and the savvy, we've got the goods! *Easyriders* Franchise Stores are currently available in select areas. For further information on this unique business opportunity please contact The *Easyriders* Franchise Department at (818) 879-6114.

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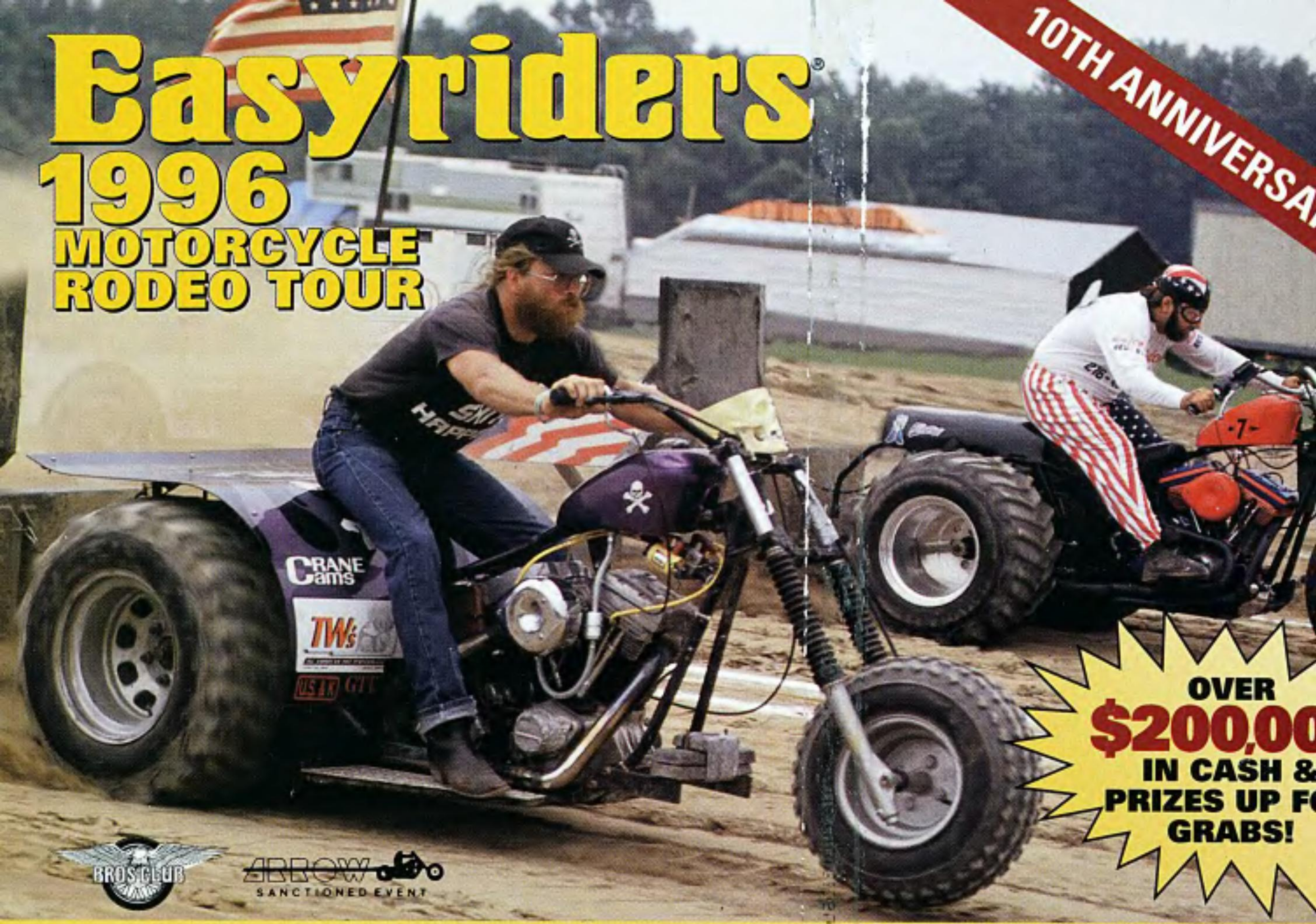

TATTOO CONTEST ★ RIDE-IN BIKE SHOW ★ TROPHY GIRL CONTEST
RODEO ACTION ★ TRADE SHOW ★ WEEKEND CAMPING

SEASON OPENER **JUNE 28, 29, 30** Wilson, North Carolina Wilson County Fairgrounds (I-264 to Hwy 301 South)	**JULY 5, 6, 7** Middletown, New York Orange County Fairgrounds (I-84 to Hwy 17 West, to exit 120)	**NEW ENGLAND RODEO** NEW **JULY 12, 13, 14** Keene, New Hampshire Cheshire County Fairgrounds (I-91 to Rt. 9 East)
JULY 26, 27, 28 Prospect, Pennsylvania Butler County Fairgrounds (On Rt. 422, 8 miles West of Butler)	**AUGUST 2, 3, 4** Memphis, Tennessee Memphis Motorsport Park (Hwy 51 to Fite Rd)	**AUGUST 16, 17, 18** Fowlerville, Michigan Fowlerville County Fairgrounds (I-96 to Fowlerville exit, go North to Grand River)
9TH ANNUAL **AUGUST 30 - SEPT. 2** Chillicothe, Ohio Ross County Fairgrounds (Hwy 35 to Rt. 104 North)	**SEPTEMBER 13, 14, 15** Morris, Illinois Grundy County Fairgrounds (Hwy 80 to Rt. 47 exit, go North)	**MILWAUKEE RODEO** **SEPTEMBER 20, 21, 22** NEW Waukesha, Wisconsin Waukesha County Fairgrounds (I-94 West to 294 exit South on "J")
MT. RAINIER RODEO RUN **SEPTEMBER 27, 28, 29** Enumclaw, Washington King County Fairgrounds (Hwy 5 to Hwy 18 East)	NEW **OCTOBER 4, 5, 6** Lake Perris, California Lake Perris Fairgrounds (I-215 to E. Ramona Expressway)	**★GRAND NATIONALS★** **OCTOBER 11, 12, 13** Santa Rosa, California Sonoma County Fairgrounds (Hwy 101 to Hwy 12 East)

Exhibitor spaces available call (818) 597-2686

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